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ache with all
this work.
I must call and see Lazarus
and have them corrected.
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FOUNDED 1862 SATURDAY MARCH 8, 1924. 六拜禮 號八月三英港

TO THE "LACONIANS".

An Open Letter to Our Visitors.
THINGS YOU MAY HAVE MISSED.

You landed here on Thursday morning, seven hundred and forty strangers to us who live and work in this British Colony of Hongkong. There was no official representative of our Government down at the Pier to meet you, there was no community welcome, you have found little or nothing in the way of handbooks or folders to tell you all about this place and the majority of you will probably depart to-morrow morning just as much strangers as when you arrived. You will possibly agree that the sudden influx of seven hundred and forty strangers into a small City like Hongkong—and the European part of it is small—must be just a little disturbing for those who ordinarily are busy with their daily tasks, and if there is among you the impression that Hongkong as a whole didn't seem to care very much whether you came or went, that impression is an accurate one. It would be false to say otherwise. You constitute the third big party of tourists who have visited us in a year. Even an event like the arrival of the s.s. Laconia can, if repeated often enough, become quite ordinary. Forgive us, therefore, if we have appeared cold, yet be assured that there is one not resident here who does not wish for you a very pleasant tour of the world—a holiday that will provide not only a healthy breakaway from your ordinary surroundings in the United States, but result in great mental benefit.

It has been well and truly said that travel is educational, but nothing can be educational which is not thought over. Forgive us for saying that from observation, the average tourist, not only on your boat but on all the other boats which have come to us at one time or another, does not think about Hongkong in the way we would like him to think or in the way in which it would do him most good. The majority of you are probably thinking, and will continue to think, of Hongkong as a very pretty island, possessing a very fine harbour, a city in which you rode in rickshaws or quaint sedan chairs, where you were able to make purchases of jade-stone brooches, ivory necklaces, drawn-thread work and fillet lace, amber beads, Chinese curios, or where you gloried in some wonderful view, and from which city you went up to that bewildering maze of a place called Canton. You will also think of the Hongkong Hotel where the lunch was called "tiffin" and you will most assuredly remember the sight of the city by night as viewed from the deck of your palatial liner. But no matter how much you stock yourself with bargain purchases, and no matter how varied a miscellany of superficial impressions you succeed in retaining to retail to your friends back home, you will have missed the significance of this place unless you delve a little deeper than curios and get nearer to the heart of things than mere sights and sounds. Hongkong was never intended to be a show place, it doesn't profess to go all out to cater for tourists—it is a workaday humdrum city for all of us who live here, just as workaday and just as humdrum as your towns and cities of America. And just because it is workaday and humdrum we have a right to be proud of what we have done and are doing, and we are only natural if we go about our ordinary jobs while you are here holiday-making.

In 1841—after the birth of the fathers of many of you—this island was in all its pristine nakedness save for a few straggling fishing hamlets. There was scarce a tree upon it, there wasn't a road, there wasn't a house, worth the name. Eighty miles away, up in Canton, foreign merchants found themselves suffering intolerable conditions. And let it be said to their honour and not to

their shame that those merchants were pioneers full of the spirit of international trade—a trade which has had a greater civilizing influence in the world than any other agency known to man. Early traders out East were not profiteering scoundrels anxious to grab land; they were of just the same stuff as are the merchants of to-day. They only asked for fair dealings, for the right to buy and sell in peace, free from extortion and "squeeze." That right was denied them and the quarrel came. Out of incidents somewhat similar had arisen the birth of the American nation in 1776. Rather than suffer, those Canton traders decided to clear out, but not until after there had been fighting and the loss of much life. Hongkong, that barren island with only the harbour to recommend it, was, as a result, ceded to the nation to whom those traders belonged. It must have been uninviting in all conscience. Matsheds had to do at first, then came more substantial houses and tracks they called roads. Fever carried off many among both civilians and soldiers, pirate fleets harassed the "clippers" and trading vessels, and life was a stern business compared to what we know it to-day. But the spirit of those men—not the spirit of acquisitive conquest, but the spirit which led them to achieve what they had set out to accomplish—won in the end, and all through the eighty-two years which have followed, Hongkong has been just what those early foreigners intended, a place for peaceful trade. Men of all nations are free to come and settle here, Americans, French, Indians, Japanese—it matters not whom, provided they observe the laws designed for their own protection. And every one of them are treated alike with the English.

And so when you come on holiday bent and while you spend three days in looking at us and buying the wares the East has to offer, you can, we hope, forgive us for being quite ordinary. We could take you to our schools, where we are educating thousands of Chinese; to our University, young but lusty in its growth; to our hospitals, where the benefits of Western medical practise are being given to all who need; to our warehouses, where the produce of the East is exchanged for the produce of the West; and we could show you many things of inestimable worth in the civic life of this cosmopolitan community. Over one million human beings now sleep secure every night under the British flag here. We are proud of our roads and our buildings, but we are prouder still that we give the right of asylum to all who care to come, native or foreign. We admit that there is much that is too big for us, much that we want to do and cannot. Hundreds of poor Chinese sleep on our sidewalks every night, and there are haunts of vice just as there are everywhere else. Chinese are for ever coming and going from that great hinterland still in the grip of disorder and chaos, and it is inevitable that we should get both good and bad, rich and poor. But at the core of this human activity, at the very heart of things, there is still the resolve and the purpose—the will to progress that has made human history.

And so, Laconians, when you see the hills of Hongkong fade out of sight on Sunday morning, you will have missed much if you think of us only in the terms of what you have packed away in your trunks, or as an island on which you enjoyed a motorride and some fine views. We didn't give you a welcome or a message when you came, but now that you have seen and now that you can judge, because you have read, the name of Hongkong (likened by one of your great American writers to the sound of a tinkling bell, should mean a little more than

SINGAPORE SCHEME.

PREMIER SPEAKS OUT.

Admirals as Pawns in Political Game.

London, March 7. Addressing a distinguished company at the annual dinner of His Majesty's Civil Service including the Duke of York, Mr. Ramsay MacDonald, Lord Chelmsford, Mr. J. R. Clynes, Mr. Philip Snowden and Mr. J. H. Thomas, Admiral Sir Doveton Sturdee declared that Singapore was the gateway to the Pacific. He thought they ought to defend it, and Australians, New Zealanders and everyone interested in the China trade should help them—(Cheers).

Mr. Ramsay MacDonald, toastmaster, subsequently the Civil Service, remarked, amid laughter, that he could not say he quite agreed with everything Admiral Sturdee had said. Referring to Press reports about Admiralty pressure with regard to the Singapore scheme, he remarked that when he saw Admiralty officers, in whom they had the greatest confidence, used as pawns in the political game, he thought it his duty, as the head of the Government, to protest—(Cheers). The Civil Service was responsible for advice and the Government responsible for policy. Any newspaper attacks must, therefore, be directed against the latter.—*Reuter.*

MARKING OF HAM AND EGGS.

The Yorkshire Hen and the Chinese Lizard.

London, March 7. The House of Commons by 184 to 158 has passed the second reading of the Merchandise Marks Bill, providing for compulsory marking of frozen or chilled meat, bacon, ham, eggs, poultry, dairy produce, honey, and oatmeal with the name of the country of origin. The Liberals and Ministerialists combined against the Conservative supporters of the Bill, but failed to defeat it. Sir Guy Gaunt, moving the second reading in an amusing speech, appealed to the House to think of the poor little Yorkshire hen laying an egg daily and trying to keep her household together against the Chinese lizard thousands of miles away. (Laughter).—*Reuter.*

[This evidently has reference to the story told in Parliament, some months ago, of the old lady who put some Chinese eggs, under a hen and they brought forth lizards!]

THE NEW ORDER OF THINGS.

Our Cough Mixtures Will Cost More.

Constantinople, March 7. Ismet Pasha has formed a new Cabinet, excluding the Sheikh ul Islam and the chief of staff Fevzi Pasha. All males in the Imperial family have left by the boat train, in accordance with the instructions of the Ankara Assembly. A few of the ladies remain, but have been ordered to leave before Monday. The Government has announced that it intends to tax Turkish exports, such as mohair and liquorice twenty per cent.

the mere memory of a flying visit, more than superficial impressions and more than a curiosity shopping centre. When you get back home you can tell them, if you are so minded, that the tinkling bell of Hongkong is the note of civilising progress.

NEW PIRACY RULES.

"Resist to the Uttermost."

Grilles, Guards, Pistols, and Barbed Wire.

The Government Gazette contains new regulations for piracy prevention, made on the 6th of this month, applicable as heretofore to ships exceeding 60 tons. We have only space to refer to the main provisions.

The first rule reads:—"It is the duty of the master and other certificated officers to resist to the uttermost any piratical attack."

In accordance with the above, it is ordered that every such officer, whether on or off duty, shall carry a revolver and 25 rounds of ammunition "at all times while the ship is in a danger zone."

The master is not to be interfered with, in the matter of repelling piratical attacks, nor is he to be dictated to in the matter, by owners, agents, charterers, licensees, compradors, pilot, or crew.

It shall be the duty of the master to approach, stand by, and assist any vessel which is being pirated.

THE DEFENCES.

Among the constructional arrangements for defence against pirates are:

"Dodgers" of bullet-proof material on the bridge deck aft of the wheel house; a bullet proof screen three feet high on the fore side of the bridge across the breadth of the bridge deck; the usual grilles, with barbed wire at possible points of access; direct access to the bridge deck from engine and boiler rooms; on river-steamers type ships, the officers' cabins shall be on the bridge deck forward of grilles and guards' quarters on upper deck abaft the grilles.

THE EQUIPMENT.

The equipment to be provided includes the following:

Double the number of rockets and blue lights required by the Board of Trade; a Verry's pistol and at least 24 Verry's lights; at least two loaded Winchester's of point 44 calibre and at least 100 additional rounds of ammunition for same; a loaded 12-bore gun to the satisfaction of the Captain Superintendent of Police and at least 50 additional rounds for same, loaded, with buckshot (S.S.G.) All this is to be carried on the protected portion of the deck.

In addition there is to be a point 38 calibre long barrelled revolver and 50 rounds for each officer and guard, and a 12-bore gun and 100 rounds for each guard.

THE DANGER ZONE.

The term "danger zone" shall include all routes from Hongkong (commencing from the ship's anchorage or berth in this harbour) to any point in the Canton River or West River, or Macao, or Kwong Chau Wan, or Amoy, Swatow, Hoihow and Haiphong, or any point on the coast of Kwang Tung or Kwang Sai; provided that in the case of a ship on a voyage from Hongkong the danger zone shall not extend to a greater distance than 120 miles along any such route.

Each ship shall carry at least four guards, and river steamers on specified routes at least six guards.

GENERAL PRECAUTIONS.

The guards are to assist the Police in preventing smuggling on board of arms and ammunition. At least two guards (river steamers, at least four guards) shall be on duty, and are not to be stationed below the boat deck; they are to be drilled weekly.

Restrictions as to the movements of passengers on the ship are provided.

If pirated in the day, repeated blasts shall be sounded on the whistle or siren; at night, rockets,

DIRECTION FINDING STATION.

SHIP MASTERS ASKED TO ASSIST.

The establishment of a Direction Finding Station at Cape d'Agulhas is now complete, and in the current issue of the Government Gazette there is lengthy notice to mariners giving general instructions as to how to use the station. It is stated that the station will be declared open for direction purposes as soon as readings are found to be satisfactory and the Government is now asking the assistance of ship masters to test the accuracy of the information given. When the master of a ship knows his exact position by ordinary methods he should call up the station by wireless and ask for his bearing. He should then check the result obtained with his own knowledge, later reporting direct to the F.W.D. (by which Department the station is being operated) or through the Harbour Master. Only in this way will it be possible to know whether the information given by the station was satisfactory or otherwise.

In the Gazette are given many detailed and technical instructions regarding the method of calling, the wave length to be used, etc., all of which should interest masters of ships fitted with wireless which use this port.

MARCONI COMPANIES PROTEST.

Suggests Arbitration on Wireless Scheme.

London, March 7. Messrs. Marconi have sent a letter to the Premier hoping the company will be allowed an opportunity of stating its case before the Government comes to a decision on the Wireless Committee's recommendations. The company states its reasons for this request, including a suggestion that it is essential in order to secure real efficiency that all long distance stations in the country be worked under one administration. The company hopes the Government will be willing to refer to arbitration two points on which an agreement with the Post Office has not been reached, and allow for an agreement which will then be completed within forty-eight hours, and be proceeded with, otherwise the company suggests an arrangement for joint working between the Government and the company on lines similar to those introduced in Australia.—*Reuter.*

FATAL BOMBAY RIOT.

Bombay, March 7. A collision between mill strikers and the police resulted in two strikers being killed and one seriously injured. There was some looting. The military were called out, but the situation is now well in hand.—*Reuter.*

SHIPBUILDING TROUBLE.

London, March 7. The shipbuilding conference at Carlisle has formulated proposals which will be submitted to the Southampton men on Monday, and it is hoped will secure a settlement.—*Reuter.*

THE OIL PROBE.

Washington, March 7. Mr. Ira Bennett, an editorial writer for the Washington Post, testified before the Oil Committee that the word "principal" he used in his telegram to Mr. McLean did not mean Mr. Coolidge but Senator Gurnea.—*Reuter's American Service.*

CONFIDENCE THE KEYNOTE.

HOW TO PROMOTE THE CONCERT OF EUROPE.

THE HARMONY OF THE COLONIES.

(Reuter's Service)

London, March 7. Mr. J. H. Thomas in a speech at the first of a series of monthly luncheons inaugurated by the Overseas League during the Empire Exhibition period, declared the Government wished to obtain confidence all over Europe similar to that uniting the Empire, in which whatever differences there were between Britain and the Dominions neither would think of adding a copper to their armament burdens because each relied on the inherent commonness and justice of the other. The Government did not believe in a solution of the difficulties of Europe by force, but by common sense and justice and arbitration.

Referring to the Colonies and Protectorates, Mr. Thomas stressed the fact that Britain was trustee for millions of people in these territories. The Government accepted responsibility and intended to see this trust was not abused. He concluded by urging a policy of industrial peace in Britain, the great essential of which was confidence on both sides.

PARIS POLITICAL SENSATION.

PREMIER SENDS SECONDS TO ROYALIST.

DUEL NOT CONSIDERED NECESSARY.

Paris, March 7. There was great excitement late this afternoon in the lobbies of the Chamber when it was learned that M. Poincare had sent seconds to the Royalist, M. Delaunay, owing apparently to Delaunay using the word "felony" in an interjection during a speech by M. Poincare in the Chamber. The seconds, consisting of the Ministers of War and the Colonies, agreed with Delaunay's seconds, after half an hour's conference, that there was no cause for a duel.

INCREASE OF AIR FORCE.

BIG ADDITIONS TO HOME DEFENCES.

London, March 7. The 1924-25 Air estimates show that the cost of the Air Force in Iraq and Palestine has decreased by over £1,500,000. The increase in the total estimates is due to the expansion of the home defence Air Force, the increased requirements of Navy and Army co-operation, and the replenishment of material.

Eight new regular home defence squadrons will be completely formed during the coming year, bringing the number allotted for that purpose to eighteen, by April, 1925.

The estimates also provide for the initial equipment of six more squadrons, which it is at present arranged will be formed during 1925-26. The working with the air units working with the home army flights. The strength of the equivalent of one squadron. The personnel will be increased by the equivalent of one thousand. No will be increased by two thousand, to thirty-five thousand. The Government provision will be made for the development of airships. The Government is considering the matter. The total air estimates must be expected to increase for some years, but unless further expansion be imposed on us, part of the increase will not be recurrent.

RIOT IN LUDWIGSHAFEN.

FRENCH RESTORE ORDER.

Paris, March 7. A French source in Duesseldorf states that, following disturbances in the Badische aniline factory at Ludwigshafen on March 5th, three thousand workers stormed the factory. The German police fired on the demonstrators, of whom three were killed and 52 wounded, and of whom 31 are seriously hurt. Four police were wounded. The authorities requested the French military to intervene, and the French commander assumed control of the German police and sent a detachment of troops to the factory who restored order without firing a shot.

(Other Telegrams on Page 2)

FALL OF THE FRANC.

New Low Record.

New York, March 7. French francs fell to 3.77½ and Belgian to 3.29½. There was heavy liquidation of French Government bonds.—*Reuter's American Service.*

London, March 7. French francs touched a fresh low record of 113.75, and closed at 112.05. Belgian francs, after depreciating to 130½, closed at 127½.—*Reuter.*

MISSING LAUNCH.

Regarding the missing launch Kwong Shung, on enquiries at the Company's offices this morning, it was learned that the Company was still considering the offer brought by their representative from Hongkong of naval assistance from the river patrol flotilla at that port. Beyond this, nothing of interest was obtained.

TO-DAY.

Closing Exchange 2s. 4. 3/16. Lighting 11p. Time 6.30 p.m.

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EARLIER TELEGRAMS.

SINGAPORE NAVAL BASE.

London, March 7.
Belief is now general that the Government will not proceed with
the Singapore Naval Base scheme, though the tendency in some
quarters is to believe that the project is not so much abandoned, as
shelved.

The Chronicle political correspondent says that the Cabinet's
attitude is that no active support can be given to the scheme at
present, on the ground that decisive measures are not called for, and
the position has resolved itself into a negative attitude of marking
time.

Anyhow, the public announcement of the Cabinet's decision can
be expected early next week, when the exchanges of opinion with the
Dominions are concluded. Meanwhile, the Liberal and Labour
opponents of the scheme, who regard it as good as dead, are express-
ing deep satisfaction. It is understood that Lord Chelmsford favours
the project, and stipulated before going into the Cabinet that it should
be thoroughly examined on its merits, apart from Labour pledges
against it.—*Reuter.*

In the House of Commons, Major Sir Morrison Bell gave notice
to ask the Prime Minister whether since the Government assumed
office there had been any further exchange of views with the
Dominions concerned, with regard to the construction of the Singa-
pore dock, and whether he proposes to submit these communications
to the House of Commons.—*Reuter.*

SHIPYARDS MAY STRIKE.

London, March 7.
A serious situation has arisen in the shipbuilding industry,
arising out of the unofficial strike at Southampton, after negotiations
had opened between the Men's Federation and the employers for a
national increase of ten shillings weekly. The Southampton men
struck for 15d., but the masters declared this was an unconstitu-
tional action, and declined to meet the Federations.

The Executive threatens a general lockout. The Federation were
yesterday unsuccessful in an effort to induce Southampton to end the
strike, whereupon the executives of unions, after a protracted
conference, appointed a deputation to proceed to Carlisle immediately with
the object of persuading the masters to postpone the lockout.—*Reuter.*

COLLIERY DISPUTES.

London, March 7.
Delicate negotiations have been opened between the miners and
the representatives of the coal-owners on the miners' notices to
terminate the national coal agreement on April 17. A three hours'
meeting held yesterday had no definite result, but the conference will
be resumed to-day. The coal-owners are offering concessions in
regards to minimum wages and an alteration in the ratio division of
wages to profits, but the extent thereof remains to be settled between
the parties. It is understood that the employers require a greater
output by the men.—*Reuter.*

HOLLAND'S NEW BANK.

Amsterdam, March 7.
Messrs. L. Behrens and Sohne of Hamburg have founded a bank
in Amsterdam with a capital of 10,000,000 guilders, of which three
million have been paid up. The purpose of the bank is to finance
continental imports and exports. British interests are participat-
ing.—*Reuter.*

TUBERCULOSIS VACCINE.

London, March 7.
Professor Dreyer's new vaccine for tuberculosis has failed to give
the expected results.
Patients in only a very few cases have shown improvement. Fur-
ther experiments are being made with the preparation.—*Reuter.*

DOCK STRIKE SEQUEL.

London, March 7.
As a sequel to the recent dock strike the Port of London Author-
ity has increased shipping and goods charges from between fifty to
one hundred per cent.—*Reuter.*

BRITAIN'S AIR SERVICE.

London, March 7.
The Air estimates for 1924-5 are £14,511,000, an increase of
£2,500,000, compared with the current year.—*Reuter.*

THE FRENCH SENATE.

Paris, March 7.
The Senate has passed the Electoral Reform Bill. This is
regarded as indicating that the Senate will not defy Poincare as
regards the Finance Bill.—*Reuter.*

ALL WELL IN MUNICH.

Munich, March 7.
The Public Prosecutor re-appeared in Court, and counsel for the
defence apologised for his language yesterday. The apology was
accepted and the trial resumed.—*Reuter.*

HONGKONG SPORTS & PASTIMES (Continued)



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FEBRUARY WATER RETURN.

LARGE INCREASE IN AMOUNT USED.

According to the water return for
the month of February there was
full supply of water in all districts
during the month. The consumption
of water in the Hill Districts
and the City during the month was
239,000,000 gallons as compared
with 180,000,000 the same month
of 1923, or a daily consumption per
head of 21.8 gallons compared with
17.5 gallons in 1923.

The Kowloon consumption of
water during the month was
57,000,000 gallons as compared
with 49,000,000 gallons for
February 1923, or a daily consump-
tion per head of 13.8 gallons as
compared with 12.4 in 1923.
These figures are based on an
estimated population in the City
and the Hill Districts of 378,380
in 1924 as compared with 368,000
in 1923; and of 143,960 in Kowloon
in 1924 as compared with 138,820
in 1923.

The total rainfall for the month
as shown by the Water Authority's
pluviometers was 5.59 in 1924 as
compared with 0.52 in 1923.

The return also shows that the
amount stored in Hongkong re-
servoirs on February 1st was
1,433.89 million gallons, as com-
pared with 755.44 million gallons
on the same date last year. The
respective figures for Kowloon were
254.01 and 181.56 million gallons.

IS IT GUERIN?

Edward Thomas Garin, believed
to be Eddie Guerin, the escaped
convict from the famous French
penal settlement on Devil's Isle,
was sentenced to six months' im-
prisonment in the Sheriff's Court,
Edinburgh, recently. Garin plead-
ed guilty to a charge of cutting
open a jewel case and trying to
force a trunk in a bedroom at
Princes-street Hotel.



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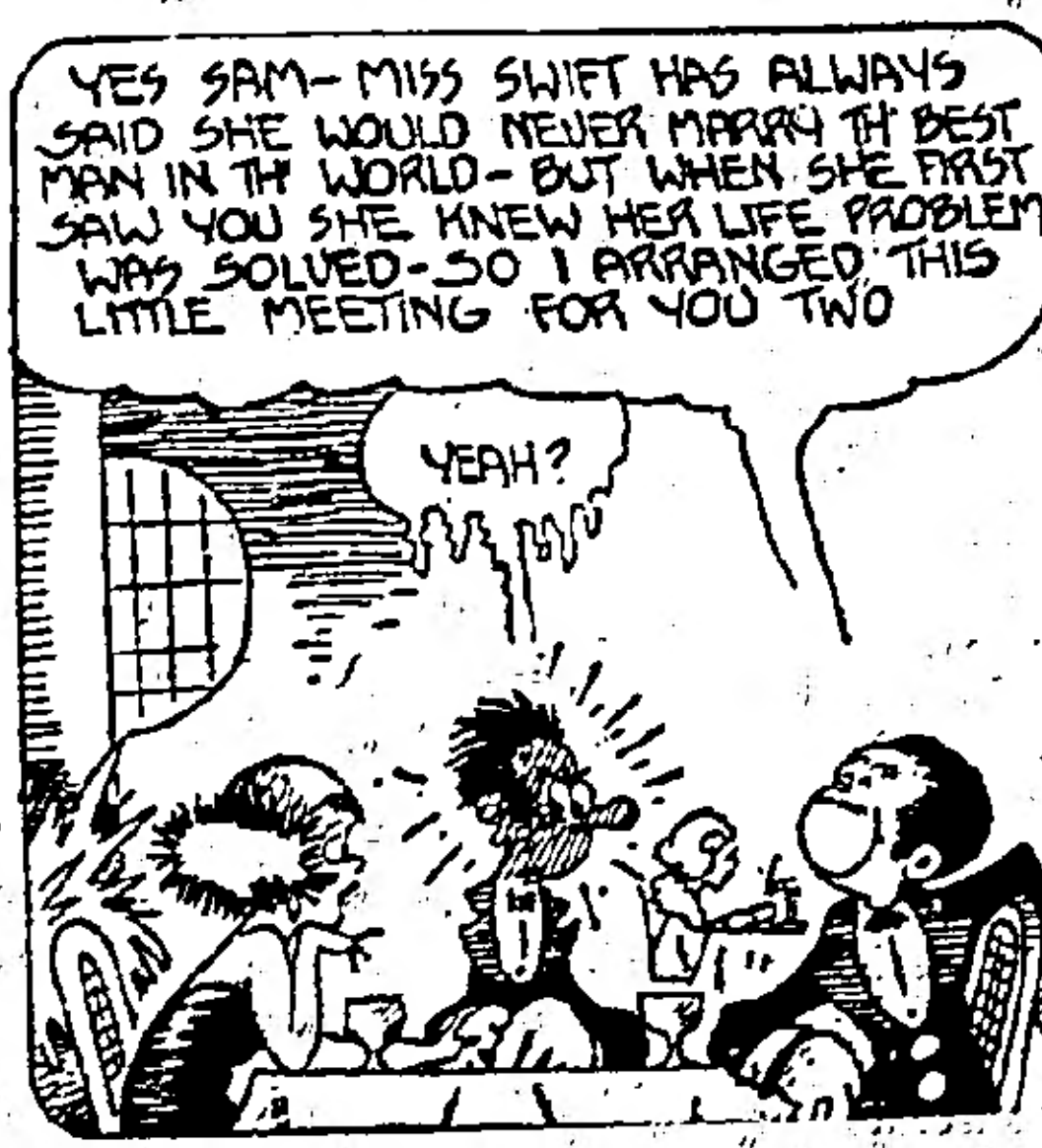
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Colonial Dispensary, The Pharmacy, The China Dispensary,
The Kowloon Dispensary.

WOMAN AS BOOKMAKER.

A plaintiff at the Bloomsbury
County Court asked as to the
means of his debtor, said that she
was a woman connected with a
well-to-do family. "That is noth-

ing to go by," said the registrar.
"She might not have a farthing."
"But she is a registered book-
maker," replied the plaintiff.
"That is a new calling for
ladies," was the comment of the
registrar.

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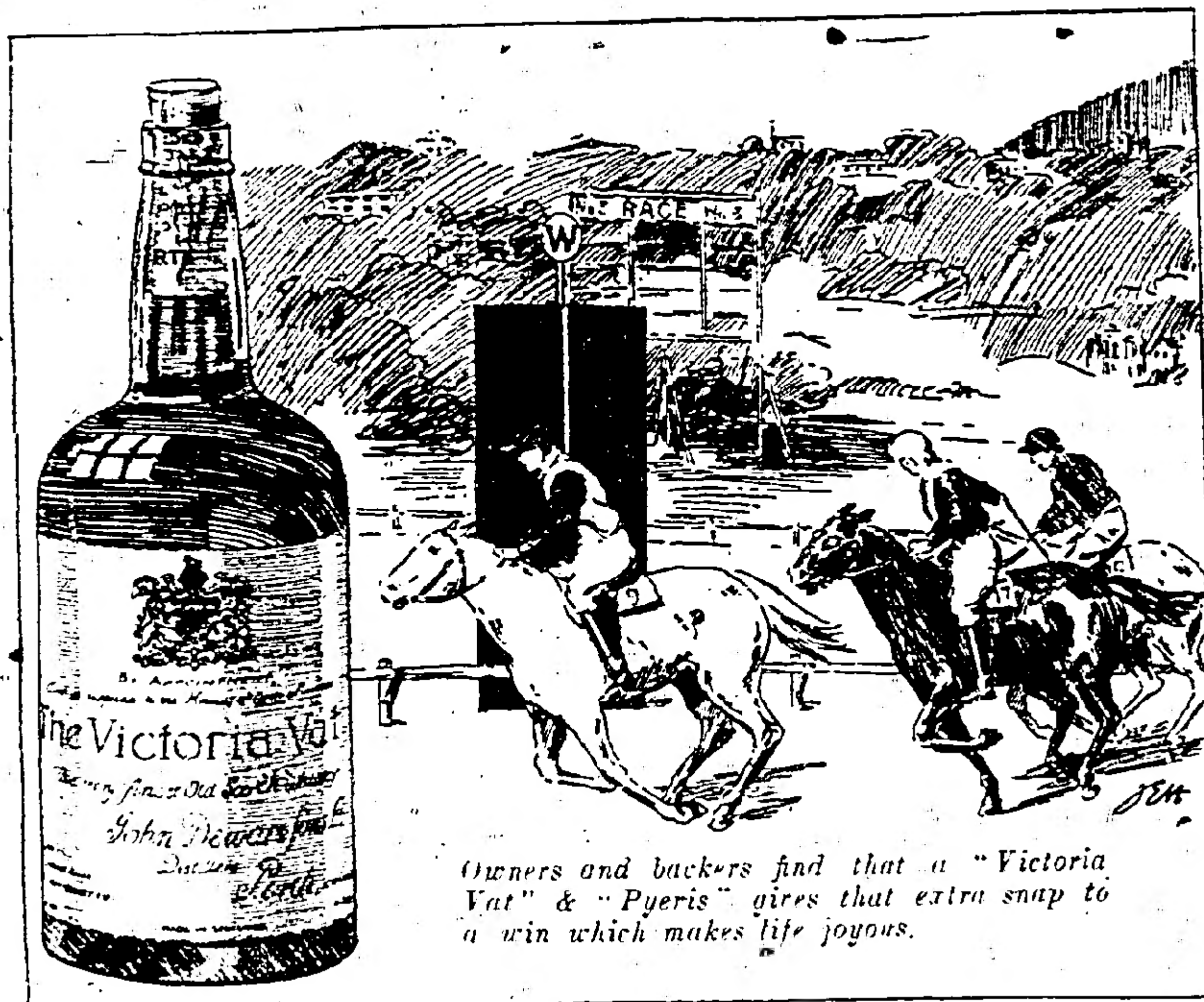
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"Victoria Vat" &
"Pyeris".



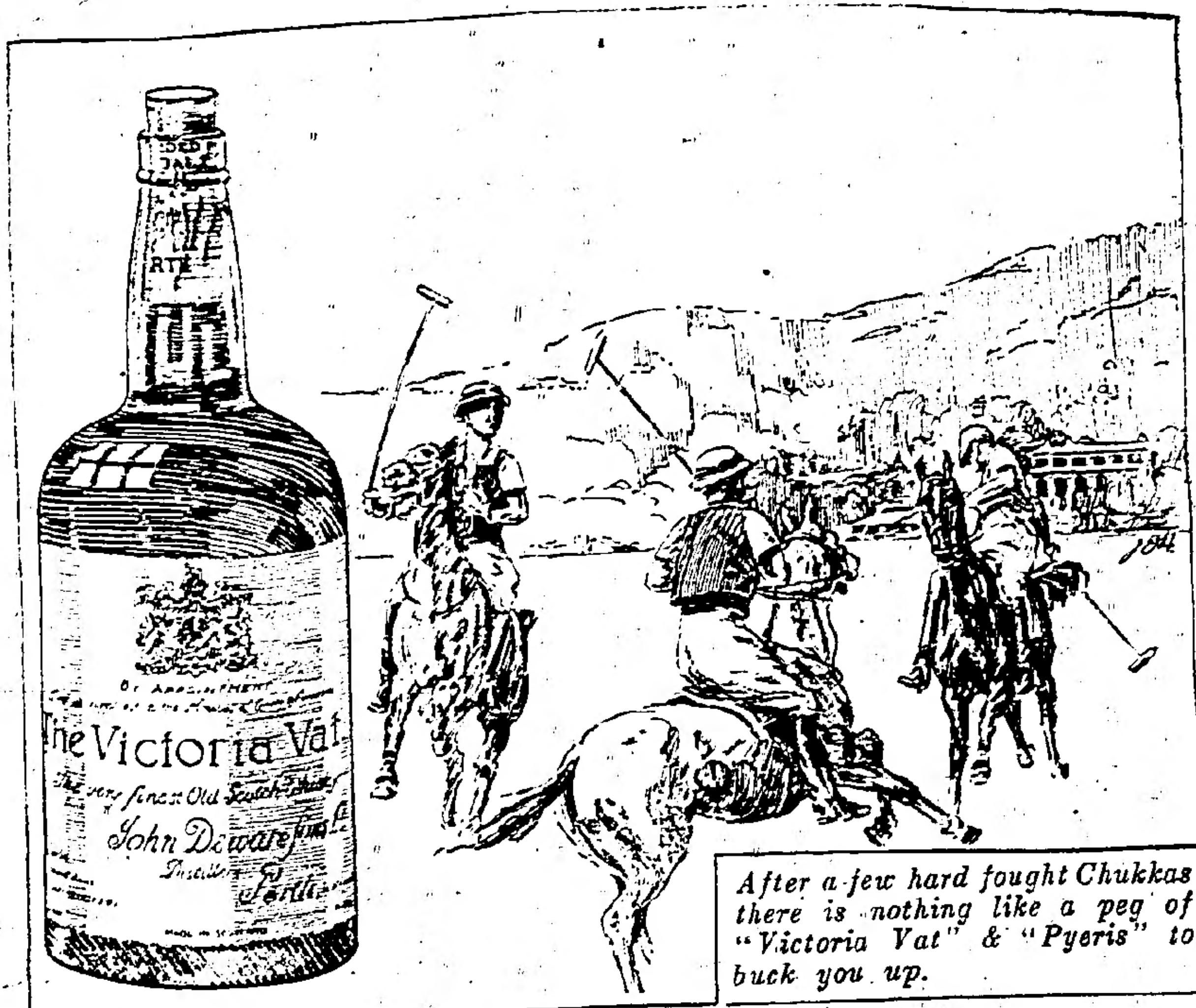
After a long spell at the
wicket, there is nothing
more refreshing than
"Victoria Vat" &
"Pyeris".



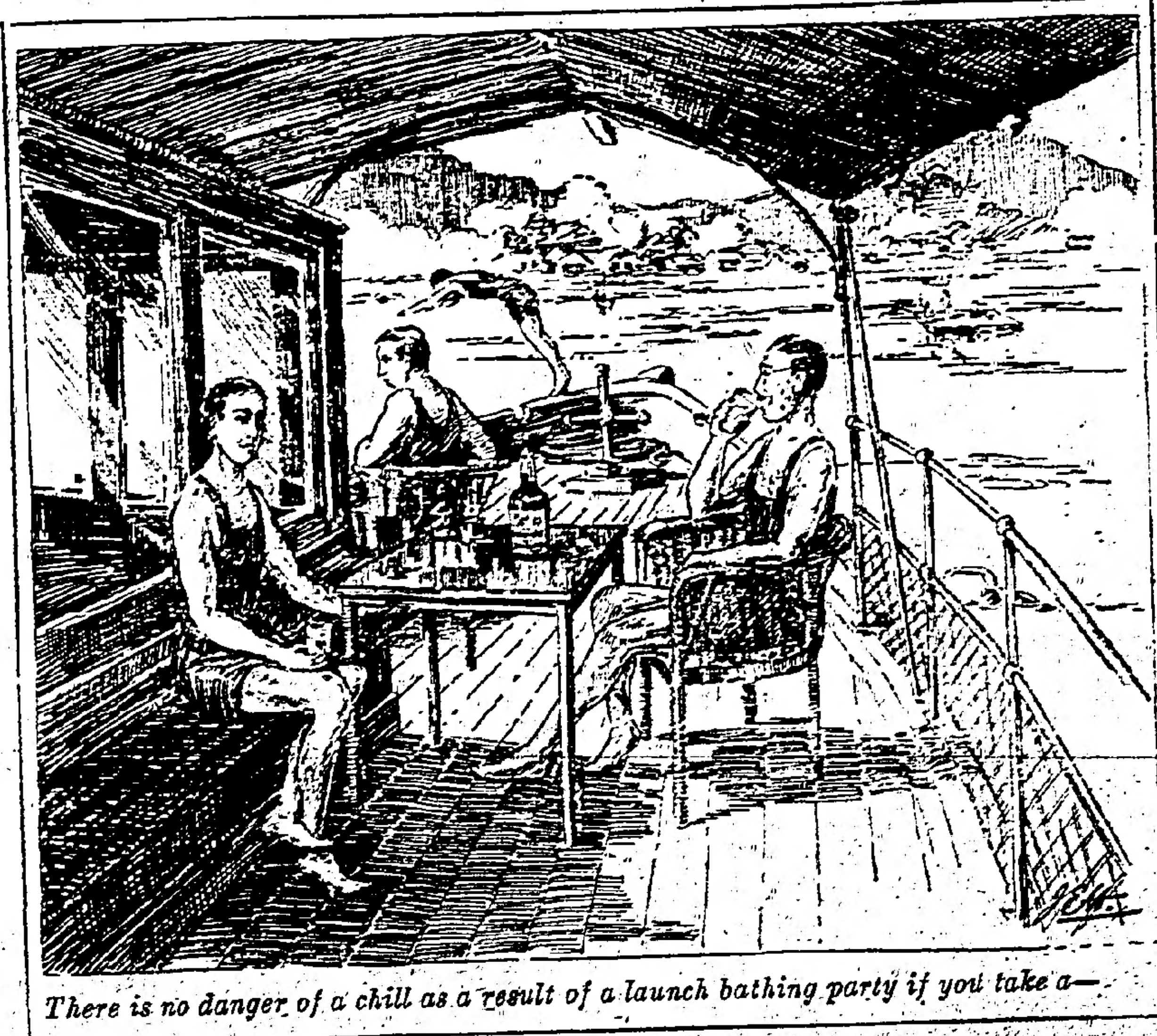
Owners and backers find that a "Victoria
Vat" & "Pyeris" gives that extra snap to
a win which makes life joyous.



After a "Victoria
Vat" & "Pyeris" at
the Half Way House,
the "Saddle" becomes
less formidable.

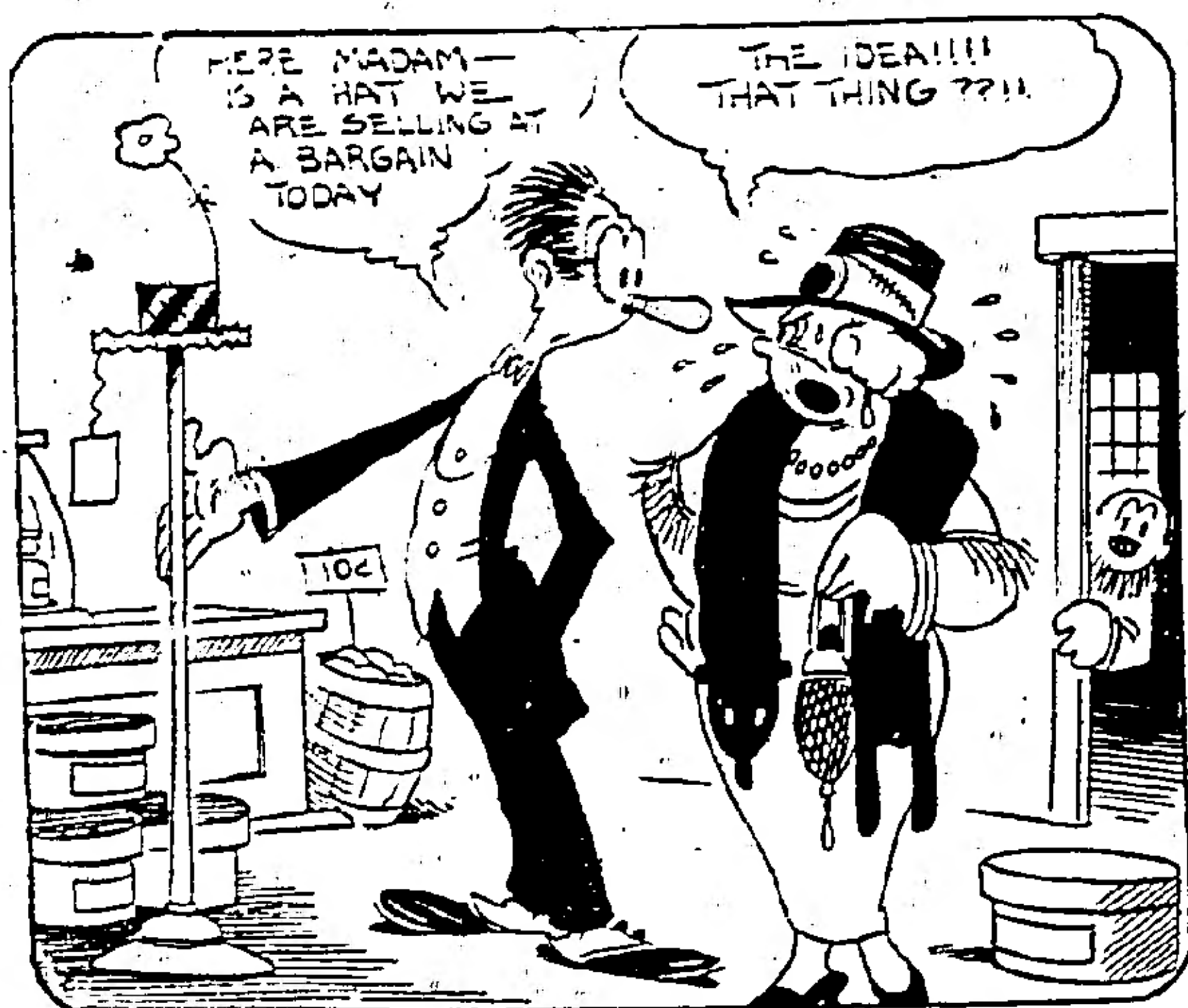
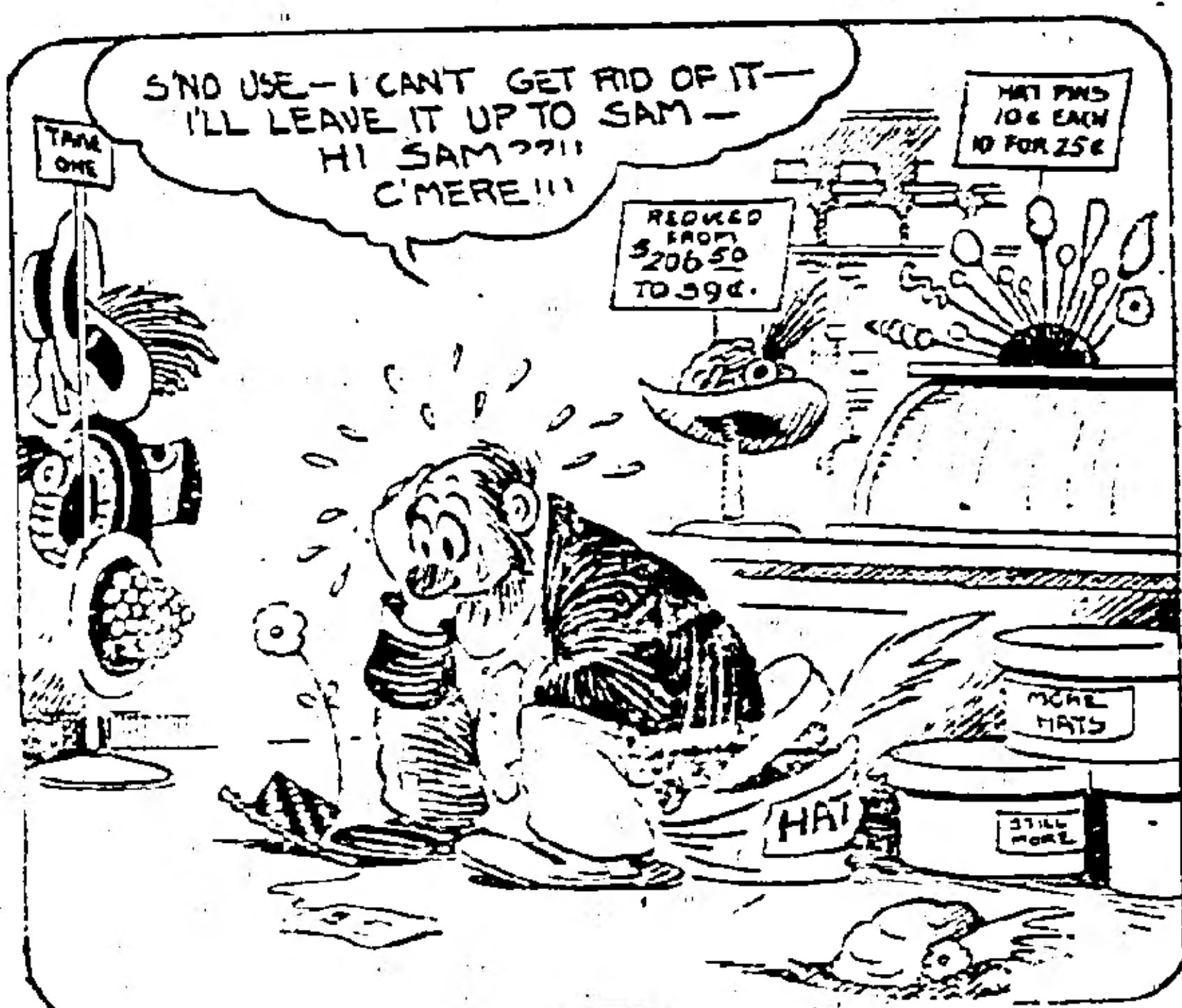
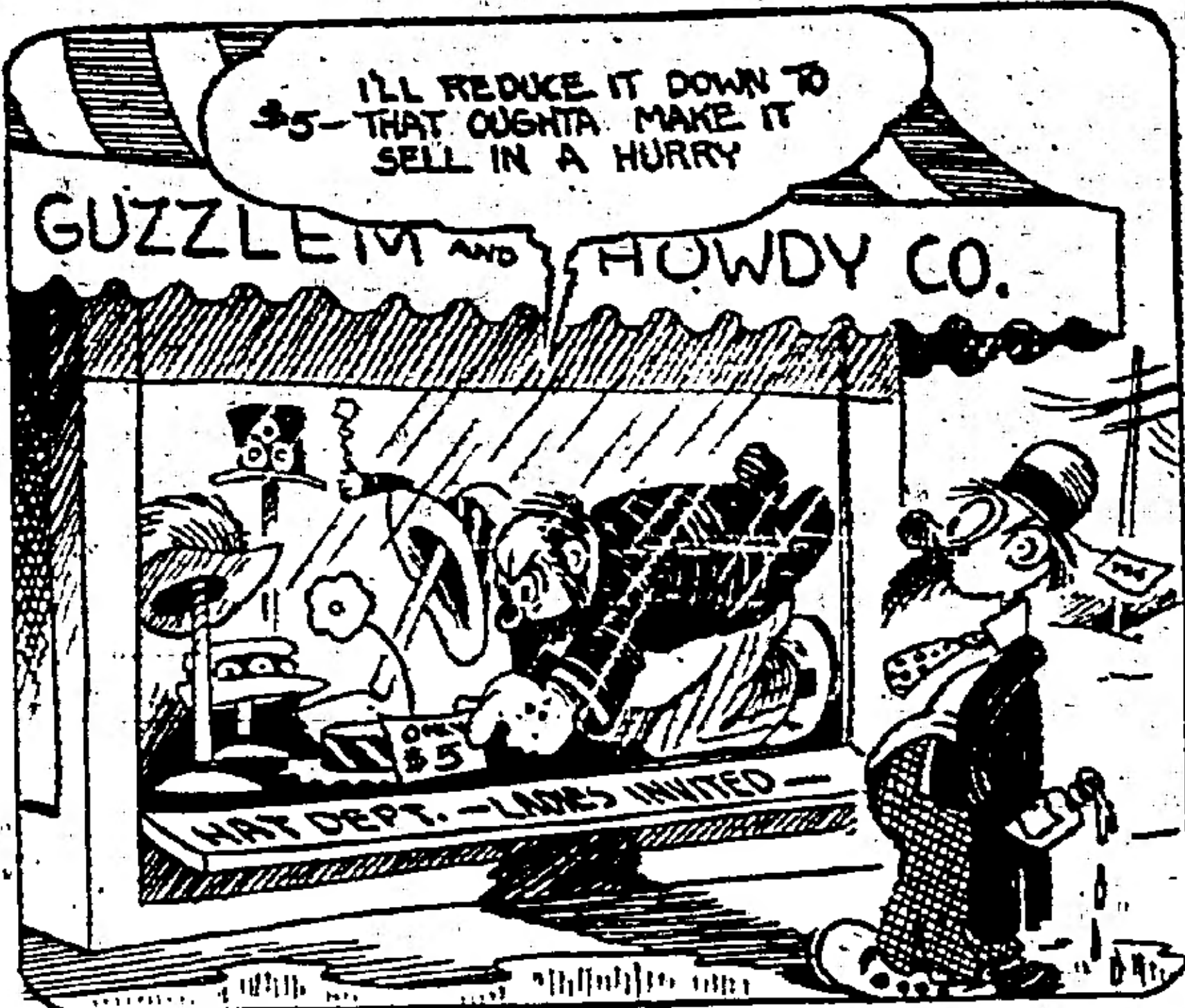
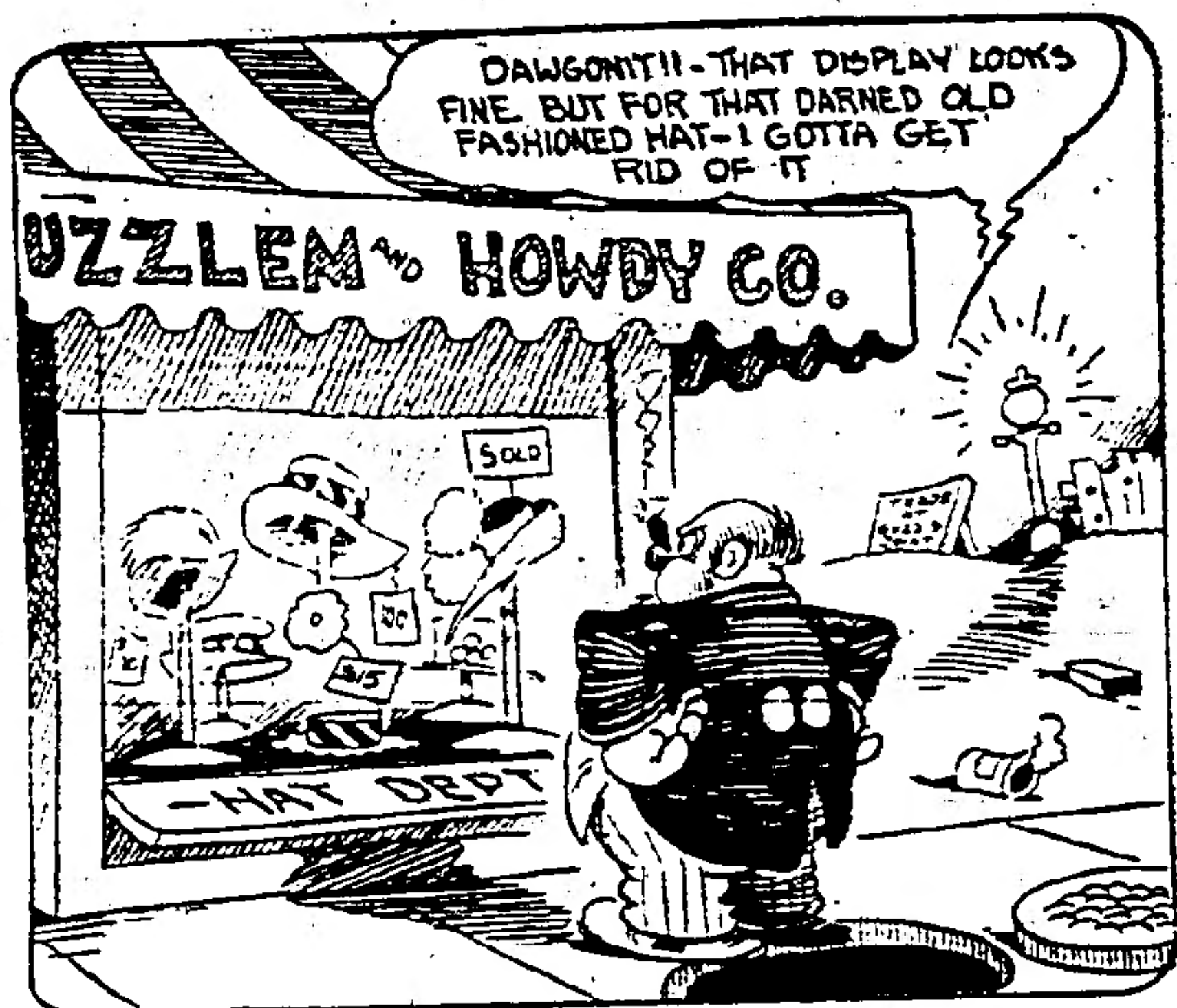
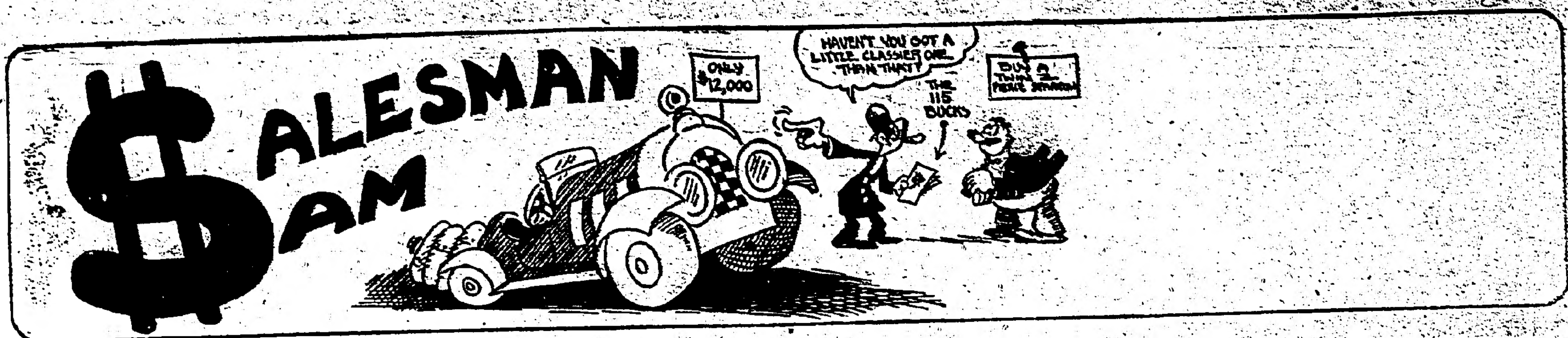


After a few hard fought Chukkas
there is nothing like a peg of
"Victoria Vat" & "Pyeris" to
buck you up.



There is no danger of a chill as a result of a launch bathing party if you take a—

DEWAR'S "VICTORIA VAT" AND PYERIS
Sole Agents **A. S. WATSON & Co., Ltd.**
HONGKONG CANTON.



SATISFACTION ASSURED

Our Dry-Cleaning Process will ensure your clothing being free from germs, dust and other dangerous matter which winter garments gather when worn.

Every Article Thoroughly Sterilized



STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAUMATEI, Tel. K. 32.
HONGKONG DEPOT, 16, Stanley Street, Tel. C. 1279.
HONGKONG DEPOT, 62, Praya East, KOWLOON
DEPOT, 19 Canton Road, CANTON, 19, Sharki
KOWLOON HOTEL DEPOT.
Central, East. Write or Phone for price list.



Have you been affected by any distressing symptoms of eyestrain? Have you been tormented with all sorts of remedies and have been given over to painful anxiety?

That's the defect of refraction. Come and consult with our optometrist.

NATIONAL OPTICAL CO., LTD.
GRADUATE OPTICIANS.
80, Queen's Road Central.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C.1993.

119 Jervois Street.

DIOCESAN GIRLS' SCHOOL.

ANNUAL PRIZE-GIVING.

The annual distribution of prizes in connection with the Diocesan Girls' School, Kowloon, took place last evening, the Bishop of Victoria presiding. As in previous years, opportunity was taken of the occasion by the pupils to entertain their parents and friends by a concert.

Before the prizes were presented by Lady Stubbs, the Bishop of Victoria said that since he had been in Hongkong the Diocesan Girls' School had grown considerably, and he wished to congratulate the Headmistress, Miss Ferguson, and her staff on the substantial progress that had been made. Everybody who knew anything about the school, especially the parents of the students, realized that in this school a careful and thorough training for life was given to the girls. Thanking Lady Stubbs for her presence, the Bishop said there were four larger girls' schools in Hongkong connected with the Church, at the prize-givings of each of which Lady Stubbs had been present. They all knew that Lady Stubbs' presence on these occasions was an expression of the keen personal interest she took in everything concerning the well-being of women and girls in the Colony. The stalwart girl guides, who lined the way when they entered the School, was also testimony of her interest. The Bishop, in conclusion, mentioned the hard work done by Mr. Compton, the Treasurer of the School, during his association with the institution.

In the course of her report, Miss Ferguson said this was the first year they substituted the ordinary book prizes by medals for the head girls, the departure being considered desirable as it was felt that the girls should learn for the sake of learning alone. The highest monthly attendance was 230 in respect of girls of school age, there being one or two girls too old to be put on the register, and the average daily attendance was 92.7. In regard to attendance, she desired to point out to parents that it would not be fair to their daughters to keep them at home for any other reasons except ill-health. Shopping or attending a party was not essential to education at all; on the contrary it was harmful, because a child might be brought up to think that education took a secondary place. Two girls stood out for regular attendance, Maria Prata and Maria Botelho. There were five and twelve candidates for the Senior and Junior Examinations, and all of them passed.

Regarding the activities of the School, Miss Ferguson said some of the girls were encouraged to learn gardening, which attracted quite a large number of amateurs. Prizes were provided. Hockey was played once a week on the Kowloon Football Club's grounds, the girls showing considerable enthusiasm. Lady Ho Tung had generously offered a silver cup for the tennis champion of the school, who unfortunately was not yet forthcoming. She hoped that next year the students would be sufficiently enthusiastic to take up this particular branch of sport.

Lady Stubbs presented the prizes to the following students:

Hongkong University certificates, senior: Jean Ho Tung (Distinction in Biblical Knowledge), Kathleen Grose (Awarded Matriculation Certificate), Hesta Hunt, Marjorie Mason and Mabel Mok. Junior: Eileen Aris (Distinction in Biblical Knowledge and English), Maria Botelho, Margaret Bough, Esther Chan, Maria Kavarana, Mabel Kotewall (Distinction in Needlework), Edith Lam, Stella Lee, Maria Prata (Distinction in Needlework), Hilda Sousa (Distinction in Needlework and English), Helen Waller, Maud White (Distinction in English).

Heads of Classes: Jean Ho Tung, Hilda Sousa, Grace Ho Tung, Maggie Seto, Irene Gittins, Minnie Wong, Molly Churn, Phyllis Gittins, Angela Alves, Anna Brown and Charles Lam.

Biblical Knowledge: Jean Ho Tung, Grace Ho Tung, Violet Shea and Mabel Willis.

Theory of Music (Miss Stone): Ada Leung, Rosie Ponsonby, Jessie Wong and Doris Lee.

The Lugard Scholarship: Grace Ho Tung.

Lady Ho Tung's Prize: Phyllis Anderson.

NOTICE.

JOSEPH CROSFIELD & SONS, LTD.

WE have this day taken over the Chemical Agency of Messrs. Joseph Crosfield & Sons, Ltd. from Messrs. Holyoak, Massey & Co., Ltd.

BRUNNER, MOND & CO., (CHINA) LTD.

Hongkong, March 1st, 1924.

JOSEPH CROSFIELD & SONS, LTD.

WE have this day transferred the Chemical Agency of Messrs. Joseph Crosfield & Sons, Ltd. to Messrs. Brunner, Mond & Co. (China) Ltd.

HOLYOAK, MASSEY & CO., LTD.

Hongkong, March 1st, 1924.

C. B. WARREN & CO., LTD.

Sanitary Engineers, Monumentalists, etc. Offices & Godowns. 92A, Wanchai Road, Hongkong.

Tel. No. 269

All kinds of Builders Requisites in Stock.

Soil & Vent Pipes, Rainwater Pipes.

Floor & Wall Tiles, Baths, Basins, bath Room Fittings, Water Heaters for Gas Oil or Coal Fuel. Also a Few Chip Heaters.

Open & Closed Grates-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS—HOT WATER SYSTEMS, &c.

General Repairs Promptly Attended to Specialists in Monumental Work-Cut in Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian Marble Floor Tiles-Prices on Application.

A Large stock of Artificial Wreaths in all Sizes.

NEW FOOTWEAR

We are now showing the latest styles in

LADIES' EVENING SHOES

IN SATIN, BROCADE SILVER AND GOLD.

ALSO—

HANAN'S FAMOUS FOOTWEAR.

THE SINCERE CO.

STYLE

QUALITY

THE NEW FRENCH REMEDY. THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPOHANDLERS & HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116.

25, WING WOO ST. Central.

from packing-time to "Tea-Time." Stays fresh & flavourful.



In the tropics where ordinary tea is so unreliable what a pleasant change it is to be certain of tea that is fresh!

Thanks to the vacuum-packing, Brooke Bond tea is always good. Not a particle of its flavour has vanished. And how good the flavour is. One taste of Brooke Bond is sufficient to show that here is tea of really fine quality.



Brooke Bond Tea is sold in Tins, Box 152, Calcutta. Hong Kong Agent, Alex. Ross & Co., Hong Kong.

You'll prefer Brooke Bond the good tea in the tin that keeps it good

Always fresh because vacuum packed.

WATCH YOUR CAPSTAN

NOTICE THE ABSENCE OF SPLUTTER

THE SLOW BURNING

WHAT A DELIGHTFULLY

COOL SMOKE IT IS....



MANUFACTURED IN ENGLAND & SOLD EVERYWHERE

TO-DAY'S NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box No. is required

WANTED.

WANTED.—Small room in Central district suitable for an office. Apply Box No. 1078 c/o The Hongkong Telegraph.

WANTED.—Ground Floor Shop Accommodation: Central Location. Apply Box No. 1081 c/o The Hongkong Telegraph.

TO BE LET.

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET.—From 1st May, No. 9 Chatham Road, Kowloon for particulars. Apply to J. M. Pereira, Alexandra Building, Top Floor. Phone 1503.

PRIVATE HOTEL, 1 Victoria Gardens, Kowloon, 1 minute from ferry, next door new hotel, terms from \$4. per day, special rates for families. Tel. K. 357.

TO LET.—From March 1st, 1924, for 6 months, "The Neuk," 255, The Peak, six-roomed bungalow with garden and tennis court, partly furnished. For further particulars, please apply to the Agents, Sang Kee, New Bank Building, 2nd floor.

TO LET.—Furnished. For term to be agreed. "Camdonagh," 409, Seven Road, Peak. Newly built. Furnished throughout by Lane Crawford Ltd. Flush sanitary. Facing N. E. and S. F.C. Jenkin, barrister, Prince's Building.

FOR SALE.

HOUSES for sale: one in Peak District and one at Homuntin. We have buyers for other houses and request particulars from sellers. Tel. 4305, Hongkong Small Investors' Share and Real Estate Co.

FOR SALE.—1922 Wolseley 15.9 H.P. Touring Self Starter. Completely Equipped. Recently overhauled. Splendid Condition. 2000 Miles. Owner leaving Colony. Apply Box 1080 c/o The Hongkong Telegraph.

FOR SALE.

FOR SALE.—Steam launch in excellent condition. Built 1917; 70 L.H.P. length 59'. For further particulars apply to Java China-Japan Ltd.

LOST.

LOST.—A LADY'S GOLD WRIST WATCH, also a lady's gold ring set with one diamond and two pearls. Reward on returning to J. F. Miller, c/o Messrs. Bradley & Co., Ltd., Prince's Building.

LOST.—Red Setter Dog—Licence No. 653 of 1924. Finder please return to or communicate with Silva & Salisbury Avenue Kowloon or c/o Dodwell & Co., Ltd. Hongkong.

NOTICE.

THE CHINA COAST OFFICERS' GUILD.

A Combined Meeting will be held at the Guild Offices, West Point, Hongkong on Sunday 9th March at 10 o'clock a.m. Business as per Circular H.K. 3/24.

T. T. LAURENSEN, Assistant Secretary, C.C.O.G.

HONGKONG PHILHARMONIC SOCIETY

GRAND CONCERT.

under the patronage of H.E. The Governor by the Society's Chorus and Orchestra

THEATRE ROYAL.

SATURDAY, 29th March, 1924 at 9.15 p.m.

Booking opens on 15th March at Anderson Music Co.

Prices: . . . \$3, \$2 & \$1.

BILLIARDS.

HONGKONG TONG CUPS.

PALACE HOTEL.

Entries for the Annual Billiard Handicap, Ho Kom Tong Cups valued at \$300, will close on 25th March, 1924.

1st. Prize Cup Valued \$175.00
2nd. do do do 75.00
3rd. do do do 50.00

Entrance Fees \$3.00 to go to Local Charities.

Intending Competitors will kindly send in their names with Entrance Fees to Proprietor PALACE HOTEL.

Other notices appear on page 3, 11 & 16.

G. R.

PUBLIC WORKS DEPARTMENT. NOTICE.

WITH reference to Government Notification No. 8, 20. It is hereby notified that the sale of N.K.I.Ls. 520 and 521 is postponed until further notice.

HAROLD T. GREASY, Director of Public Works. 7th March, 1924.

OUR LATEST FIGURES FOR 1923

(All in Gold Dollars)

New, Paid for Business, 107 Mill.
Business in force, over 700 "
Income, over 46 "
Surplus, nearly 18 "
Payments to Policy holders, over 22 "
Assets (Dec. 31, 1923) over 209 "
Gain in Assets in one year 36 "

Why such wonderful Results? We can tell you.

THE SUN LIFE ASSURANCE CO. OF CANADA.

15, Queen's Road Central, Hongkong.

F. M. Weller, Manager.

HONGKONG JOCKEY CLUB.

DRAFT Programmes & Entry Forms for the First Extra Race Meeting to be held on the 29th March (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries close on 15th March 1924.

HONGKONG JOCKEY CLUB.

NOTICE.

IN future all Race Meetings held after the Annual Race Meeting will be known as "EXTRA RACE MEETINGS" and will be Official.

Griffins having run at one of these Meetings will not be eligible to run as such at any subsequent Extra Meeting or Annual Meeting unless the conditions of a race specifically provide therefor.

By Order C. B. BROWN Secretary.

HONGKONG JOCKEY CLUB.

NOTICE.

EXTRA RACE MEETINGS will be held on the following dates in 1924. (weather permitting)

29th March
19th and 21st April
25th May
7th and 9th June
11th and 13th October
8th November
29th November

By Order, C. B. BROWN, (Secretary).

THE HONGKONG FIRE INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS

THE Fifty-fifth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Thursday, the 27th March 1924, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1923.

The Share Register and Transfer Books will be closed from the 13th to the 27th March 1924, both days inclusive.

JARDINE MATHESON & CO., LTD. General Managers, H.K. Fire Insurance Co., Ltd.

GARLAND STEAMSHIP CORPORATION.

WE beg to advise that we have been appointed Agents for The Garland Steamship Corporation operating a bi-monthly service between San Francisco and Portland, and Japan, Shanghai, Hongkong and Manila.

Particulars of sailings, rates of freight etc. can be obtained from the undersigned.

JARDINE MATHESON & CO., LTD. Agents.

Tels. C215 & 3696. Hongkong, 8th March, 1924.

AMUSEMENTS

THEATRE ROYAL HONGKONG.

Under the patronage and presence of H. E. the Governor and Lady Stubbs.

GRAND ORCHESTRAL CONCERT.

The full Band of the 1st East Surrey Regiment (30 performers) in a choice selection of light classical compositions.

Also: Professor Gonzalez Mr. E. G. d'Aquino

MARCH 13th, 9.15 p.m.

Booking Anderson Music Co., Ltd.

\$3, \$2, & \$1.

1st PUBLIC RECITAL.

MASTER EMIL DANENBERG. (Age 6 1/2 years)

Assisted by Mrs. D. R. Brown and Professor Danenberg.

St. Andrew's Hall (CITY HALL)

March 11th, 5.30 p.m.

Under the patronage of Lady Stubbs.

Tickets Anderson Music Co., Ltd.

\$2, \$1.

NOTICE.

H.K. DOG & CAT SHOW.

BY kind permission of the Hongkong Defence Corps, a Show will be held in the Parade Ground on Saturday 15th March at 2 p.m.

There will be classes for all kinds of dogs, including cross-breeds and puppies, also litters of puppies. If sufficient entries are received there will be classes for cats also.

Entry forms may be had from the undersigned. Entries close on Tuesday 11th inst. at 5 p.m. and intending competitors are notified that owing to the trouble in compiling the catalogue no entries can possibly be accepted after that date.

B. L. FROST, Hon. Secretary & Treasurer, c/o The E. Ex. Telegraph Co.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN

that the Ordinary Yearly Meeting of Shareholders of The Hongkong & Shanghai Hotels, Limited, will be held at The Hongkong Hotel, Pedder Street, Hongkong, on SATURDAY, the 22nd March, 1924, at 11.30 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the Board of Directors for the year ended the 31st December 1923, confirming the appointment of Directors, and re-electing a Director, and the Auditors.

THE TRANSFER BOOKS of the Company will be closed from Friday the 14th March 1924 until Saturday the 22nd March 1924, both days inclusive.

By Order of the Board, PERCY H. SUCKLING, Secretary.

Hongkong, 6th March 1924.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

ANNUAL BALL.

3 Brooches found in City Hall on Friday 15th February are still unclaimed. Owners can have same on application at the Institute between the hours of 6 p.m. and 7 p.m.

FORTHCOMING AUCTION SALES.

HUGHES & HOUGH LIMITED.

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction, on TUESDAY, WEDNESDAY and THURSDAY, the 11th, 12th and 13th March, at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

Old and Surplus Naval Stores, etc., etc.

Comprising:—

Money Chests, Dingies, Whalers, Cutters, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ship's Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Canvas, Canvas, India Rubber, Canvas Bags, Old India Rubber, Old Leather, Old Woolen and Linen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood, Iron and Gun Metal Blocks, Lamps, Ganges, Steel Tubes, Old Steel Wire Rope, Mineral Oil, Chain Cable, Drilling, Slotting, Bending, Milling and Grinding Machines, Lathes, Power Driven Saws, Pinnace and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Old Packing Cases, Packing Boards, Old Casks, etc.

Lots may be inspected on Monday, the 10th March, 1924. Also sale of Old and Surplus Victualling Stores at Kowloon on FRIDAY, 14th March, comprising:—Table Linen, Implements, Serge, Flannel, etc., Remnants, Blankets, New Boots, Shoes and Caps, Sundry Articles of Mess and Table Gear and Clothing, Condensed Provisions for Poultry Feeding, etc.

Terms of Sale:—As detailed in Catalogue.

HUGHES & HOUGH, LTD., By Appointment Auctioneers to the Admiralty.

Hongkong, 11th Feb., 1924.

The undersigned have received instructions from the Registrar Supreme Court to sell by Public Auction (for Account of the Comptroller), on MONDAY, the 10th March, 1924, at 2.30 p.m., at 42 Morrison H.H. Road, A Quantity of Valuable Household Furniture, therein contained.

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD. Auctioneers.

Hongkong, 7th March, 1924.

on FRIDAY, the 14th March, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., &c.

Comprising:— Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggon, Dinner Sets, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side tables and Cabinets, &c., &c.

Also 2 New Carpets size 3 x 4. (Full Particulars from Catalogue). Terms:—Cash on delivery.

NOTICE.

THE Fourth Annual Dinner of Queen's College Old Boys' Association will take place on Saturday, 15th March at 8 p.m. in the Hall of Queen's College. Members are requested to send in their subscription before 12th instant. The minimum charge is \$2.

Members intending to invite guests are requested to notify Mr. C. Choo, Asia Banking Corporation, or the undersigned: H. C. HUNT, Hon. Secretary.

Lammert Bros.

By Order of the Mortgagees, Particulars and Conditions of Sale

of the Valuable Leasehold Property Situate at Victoria in the Colony of Hongkong and known as "Oaklands" situate upon Inland Lot No. 2182, to be Sold by PUBLIC AUCTION on WEDNESDAY, the 26th day of March 1924 at 3 o'clock p.m.

at their Sales Room, Duddell Street, Victoria Hongkong, by Messrs. LAMMERT BROS. Auctioneers.

The Property consists of:— All that piece or parcel of ground situate at Victoria, Hongkong, and known and registered in the Land Office as Inland Lot No. 2182 together with the messuage, erections and buildings thereon erected and known as "Oaklands" Oaklands Path. The property is held for the unexpired residue of the term of 999 years from the 25th day of June 1862, created by an indenture of Crown Lease dated the 29th April 1917, and made between His Majesty King George V of the one part and Lan In Chung of the other part. Annual Crown Rent \$32.00 Area 29,812 square feet.

For further particulars apply to: Messrs. JOHNSON, STOKES & MASTER, Mortgagees' Solicitors, or to Messrs. LAMMERT BROS., The Auctioneers, Hongkong, 3rd. March, 1924.

A. S. WATSON & CO., LTD.

Notice is hereby given that the Thirty-Ninth Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Saturday, the 15th March 1924, at 11 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October 1923.

The Register of Shares of the Company will be closed from Tuesday, the 11th day of March, to Monday, the 17th day of March 1924, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 3th. March, 1924.

FINAL SHOW TO-DAY

The Stupendous-Glittering-Magnificent Picture in 11 REELS.

"THOUSAND & ONE NIGHTS"

Commencing SUNDAY, 9th.

An Interesting Film from Shanghai

"SHANGHAI WAR MEMORIAL"

Unveiling of the War Memorial

Shanghai Volunteer Corps.

Allied Armed Forces pay respects to the glorious dead,

Senior Consul N.U. Comm. G. de Rossi unveils the Memorial

Also ROY STEWART

"BURNING WORDS"

A red-blooded romance of the rugged Northwest — its Royal Mounted — its hardy sons — its fearless daughters!

THE WORLD THEATRE

Des Vaux Road C.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 18th March, 1924, commencing at 11 a.m. at their Sales Room, Duddell Street,

12 Cases Savings Bank Boxes
14 " Kalsomine Colour Wash
8 " Shoe Polish
255 Pieces Dioptric Lenses
120 " Pulley Blocks
54 " Motor Car Lamps
15 Gross Black Elastic Garterings
3000 Lbs Round Head Steel Rivets
4 Bales Snows and Pixies also

A Quantity of Ladies and Children Hats and Dress Material etc.

One Aeroplane (this may be viewed at any time at Tam Kung Wo's Machine Shop Causeway Bay)

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Tuesday the 11th March, 1924, commencing at 11 a.m. at the premises of the Hongkong & Kowloon Wharf & Godown Co., Ltd. Godown No. 18 Kowloon, (For account of the concerned) 500 Cases Canadian Salted Herrings

Terms:—Cash on delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 18th March 1924, at 12 o'clock noon at their Sales Room, Duddell Street.

One Grave's Etchell 30 cut (lined for 2 tons) Electric Furnace, including one 250 K.V.V., two 200 K.V.A., one 150 K.V.A., and one 180 K.V.A. Single phase transformers, complete with all cables, copper bars, cast iron clamps, 2 way grooved bronze bars and bronze bolts, and spares &c., &c.

4 1/2 Tons ACHESON'S 6" ELECTRODES
4 Tons CROMITE

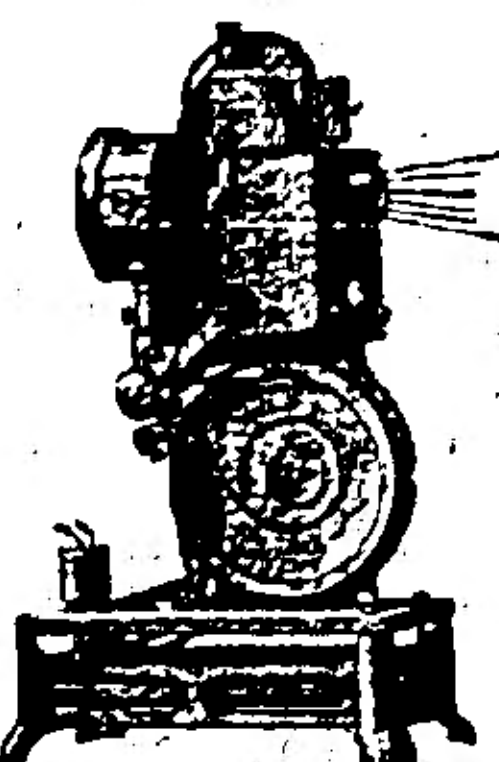
(Intending purchasers may view the above at the Old Steel Foundry Building, Shaikwan Road, on any day between the hours of 2.30 and 5 p.m. Inspection orders may be had from Undersigned)

Terms:—Cash on Delivery

LAMMERT BROS. Auctioneers.

Pathe-Baby

FOR YOUR HOME.



PATHE-BABY

complete

\$60.00

Films

Non-inflammable

\$1.50

Outport orders specially attended to

PATHE-ORIENT,

12, Queen's Road Central, Hongkong.

PORTS & SHERRIES.

For many years we have enjoyed a reputation for Ports and Sherries second to none. We invite connoisseurs to give our "D" & "E" brands of both a trial. We do not ask them to buy blindly but to visit our extensive Wine Vaults and taste these choice wines before buying.

A. S. WATSON & CO., LTD.
WINE SPIRIT MERCHANTS,
ESTABLISHED 1841.

GET A MOUTRIE PIANO

EASY PAYMENT TERMS.

We deliver the Piano on payment of the first instalment and the balance is payable in small monthly sums that will not embarrass you.

Send for a Catalogue TO-DAY.

S. Moutrie & Co., Ltd.

CHATER ROAD.

MILLINERY

Lane Crawford Ltd
for latest
Fashions

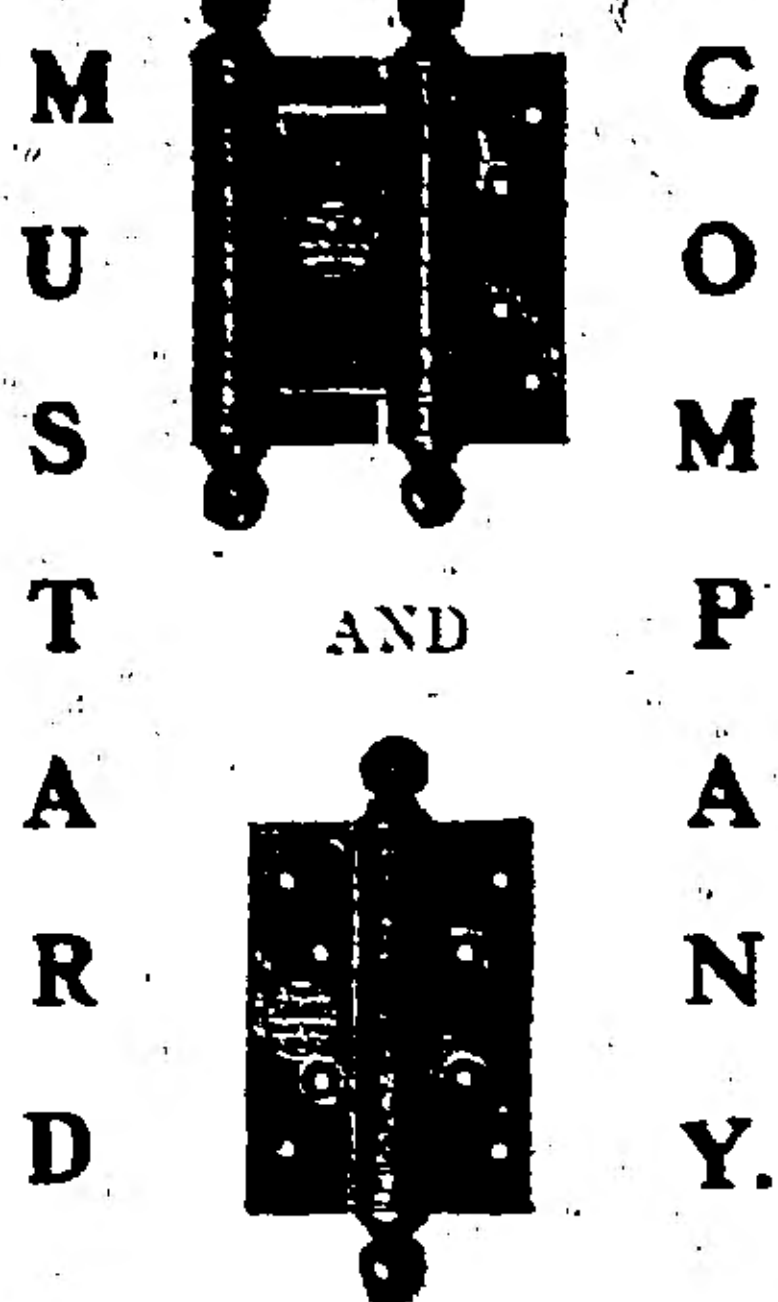
NOW ON
VIEW
THE NEW
PROCKS
FOR
SPRING
AND
SUMMER
INCLUDING
ZEPHYR
AND
GINGHAM
FROM
\$11.50
EACH.

LADIES'
SALON

HONGKONG HOTEL
BUILDINGS
PEDDER STREET.

CHICAGO SPRING HINGES

DISTRIBUTORS.



17, Connaught Road, Central,
Tel. Central 1186.

The Telegraph.

HONGKONG, 8th March, 1924.

CIVIL SERVICE CONDITIONS.

We have heard quite a deal in recent times of the difficulty which the Hongkong Government is experiencing in obtaining the services of new men to staff the various departments needing them. If current reports are true, this difficulty applies more particularly to the medical, educational and public works departments. Various reasons are put forward to account for this circumstance, but there appears to be a consensus of opinion that the salaries offered, together with other conditions of service, are not sufficiently attractive to induce the right type of man to leave the Old Country for a Colony which is ten thousand miles distant and of which possible applicants for posts can have very little real knowledge. That, as we say, is the general impression, and we have heard it put forward not only by Government servants in subordinate positions but also by others who, so far as they are personally concerned, have no complaint to make in this respect.

During one stage of the discussion at Thursday's meeting of the Legislative Council there seemed some probability of interesting official information being given on this question—at least, so far as it concerns the Public Works Department. Mr. Pollock had spoken of the Survey and Building Ordinance Departments being "seriously under-manned," and he wanted to know when the shortcoming would be remedied. The reply given by the Director of Public Works did not strike us as being unduly informative. He spoke of a mere four men having been obtained, of their being on the way out—or, at least, "we have received notice that they are to come." Later he admitted that "considerable difficulty" had been encountered in getting men and spoke of one who had withdrawn after having been engaged. Mr. Creasy was asked for reasons for the difficulty in securing men, but he could give none, and it was left for His Excellency to hazard the opinion that they were not available owing to interruption in training during the war. With due respect, we venture the opinion that this explanation does not go to the root of the trouble. It

cannot possibly account for the resignation of men after a brief period of service here. Yesterday in our news columns there was an interesting account of the success of one civil servant who came and later left, presumably because he was not satisfied. At any rate, whatever the reasons for his leaving us, it is assuredly cause for regret that so talented a man should be lost to the Government service. His case is, in some respects, typical of many others—we get good men, but they do not remain with us.

It is not the purpose of these comments to suggest that this problem can be solved by increasing salaries all round. That, indeed, would be uneconomic and undesirable. It would have its inevitable reaction in other circles, and it would not guarantee better service. But if conditions as they are today, whether in regard to salaries or other matters, are preventing us from getting an adequate number of men of satisfactory type, then it is high time that the whole question of conditions in the Civil Service of Hongkong was thoroughly investigated and the causes for complaint promptly removed.

On Being Prepared.

It must seem paradoxical to some that desire for peace and preparedness for war should go hand in hand, yet such is ever the case where the lessons of history have been properly conned. Unfortunately, there are those whose war preparations are due to a desire for hostilities, and it is difficult to distinguish one party from the other. So each nation follows the lead of others, preparation begets counter-preparation, and the game goes on merrily on despite peace conferences and diplomatic dissertations on the ultimate fraternity of mankind. However, mere criticism of such things does not do away with the fact that preparedness for possible strife is a necessity, if only to ensure that we retain what is rightfully ours. Only the rank pacifists can rail at the activities amongst the territories of our Empire—more exposed than the Homeland, to attack—which tend to consolidate our position. We make bold to state that no-one with a proper sense of the fitness of things can bring himself to do aught than encourage such matters as citizen training (such as the training imparted to Volunteers in the Crown Colonies), or cadet service (such as exists in Australia). "If such there be, then mark him well," for he can have little national spirit—or spirit of any kind.

And On Marksmanship.

In a discussion of preparedness one naturally—considering what modern warfare requires of the average man—turns to the subject of "being able to shoot straight." It is in the rifle clubs all over the Empire, and at the ranges wherever men are practising, that one of the chief items in the equipment of knowledge of a fighting man is being acquired. One recalls how the men who devoted much of their leisure before 1914 to drilling and shooting—and even youths who went Scouting—were looked upon with a deal of good-natured amusement. But it is not our object to stress the point of how the first years of war proved what those men and youths had learned. Alas! that there were not more of them. We should like, however, to mention the pleasure it gives to note that keenness has not abated, and rifle-shooting bids fair to become one of the great national sports of the British race. By yesterday's mail came further evidence of the great work the National Rifle Association is doing in the way of fostering marksmanship amongst the boys of the Empire. New honours are to be won this year by the young rifleshots, whom statistics show are coming forward in greater numbers to compete in the Empire-wide contests. Last year 2,578 boys, teams entered the lists, in Great Britain, the Dominions, Colonies and Protectorates. These competitors will form the men of the future, a nucleus who are learning the elements of discipline and self-reliance, and even if the world becomes a better place to live in and they never be called upon to test their skill, they will have been made into good, useful citizens.

DAY BY DAY.

HOPE AWAKENS COURAGE. HE WHO CAN IMPLANT COURAGE IN THE HUMAN SOUL IS THE BEST PHYSICIAN.—*The Knebel.*

Dr. H. Balaan left for Home today.

It is notified that "Edward Avenue" has been renamed "Prince Edward Road."

The name of Mr. Sydney Charles Clayton has been added to the List of Authorized Architects.

His Excellency the Governor has appointed Mr. N. L. Smith to be Head of the Sanitary Department.

Mr. T. A. Martin, A.S.A.A., and Mr. T. S. Bustard, A.C.A., are appointed auditors for the purpose of the Companies Ordinances.

His Excellency the Governor has appointed Mr. D. W. Trueman to be District Officer in the Southern District of the New Territories.

A sports gymkhana is to be held at the Chinese Recreation Club on the 12th instant, on the occasion of St. Stephen's College Founder's Day.

The silk shipped per s.s. "President Jackson," which sailed from this port on February 10th at 10 a.m., arrived in New York on March 3rd at 11 p.m., having been 22½ calendar days in transit.

A Reuter's Peking message states that according to Chinese telegrams, Sun Chuan-fang's supporter, General Chow Yin-jen, suddenly appeared at Foochow on the 6th inst. and drove out Wang Yun-chang.

Information has been received from His Britannic Majesty's Consul-General, Manila, that with effect from the 10th March all passenger ships from Hongkong must call at Mariveles for quarantine examination.

His Excellency the Governor has appointed provisionally and subject to His Majesty's pleasure, Mr. Chau Siu-ki to be an Unofficial Member of the Legislative Council during the absence on leave of the Hon. Mr. Chow Shou-sun.

It is notified that until a successor is appointed to the Right Rev. D. Pozzoni, deceased, the Rev. G. M. Spada as Pro-vicar Apostolic is, for the purpose of the Vicar Apostolic of the Roman Catholic Church Incorporation Ordinance, 1885, the Roman Catholic Dignitary for the time being having the supreme ecclesiastical jurisdiction in the Roman Catholic Church in this Colony.

OBITUARY.

MR. DAVID HORNSBY.

It is with much regret that we record the death of Mr. David Hornsby, a young ships draughtsman employed at the Kowloon Docks, who only arrived in the Colony some four months ago. He succumbed yesterday following an operation for appendicitis at the French Hospital, at the age of 26 years. During his brief residence in the Colony, he made many friends and was very popular with his colleagues, who are greatly grieved at his demise. Much sympathy will be felt for the deceased's parents, brother and sister in the Homeland.

There was a big gathering at the funeral, which took place at the cemetery at Happy Valley yesterday afternoon. Amongst those present were Mr. R. M. Dyer (Chief Manager), Mr. E. Cock (Assistant Manager), Messrs. E. L. Hosie, T. Neave, H. Scott, R. A. Nicholson (Manager Cosmopolitan Dock), W. J. Matthews, J. S. McIntosh, M. Stevenson, J. B. Hamilton, W. Patton, V. Ramay, the Chinese draughtsmen and others. Those who sent wreaths were—His loving mother and father, sister and brother, Alice, Mr. and Mrs. Nicholson, Mr. and Mrs. Neave, Mr. W. J. Matthews and family, Mr. N. Stevenson, Messrs. B. H. Dyer, V. Ramsay, B. H. Church, J. B. Hamilton, J. Dixon, Smyth, Mr. and Mrs. Steel, Messrs. E. Cock, G. White, W. Robson, A. Duncan, McIntosh, Mr. and Mrs. Baxter, Mr. and Mrs. Hartley, Mr. W. Cochrane, Mr. J. O. McLuggan, the Kowloon Dock Recreation Club, the Chinese draughtsmen, and many others.

Bulls and Innings

From the Office Butts.

It takes umpteenth Bishops to run a Chung Hua, Shang Kung Hui Synod properly.

The two German stowaways proved their national taste for high living. Instead of stowing away on s.s. Woodbine, they chose the s.s. Corona.

Gaiters will be the vogue next week—the Bishops are coming.

Amongst many other names of those who have not yet claimed their medals at the Harbour Office, we notice that of Mr. Alfred Record. This is without doubt A. Record.

We read that a man was arrested in London for cursing at a show. It must have been the same show we once visited.

Motor Note: One advantage of the closed car is you get more mileage out of each cigar.

The *Telegraph* refers to "the dog and cats how 'd you do?'" we suppose.

Now that future racing events are to be known as Extra Race Meetings, Hongkong can truthfully declare: "Yes, we have no Gymkhanas."

Gazing at the incline of the rails after reading the "Non-Stop" sign at the lower tram station, one of our Laconia visitors was overheard to remark: "Say! If this mountain railroad corporation ain't shootin' any bull about the non-stop dope, I'll say we're just about due to run slap bang into St. Peter for thirty cents."

We should have liked to have heard what he had to say on the return journey!

A current advertisement for employment states that the advertiser has "no objection to any salary," which means, we understand, that he has many objections to no salary.

The Anglo-American Liquor Treaty has been framed to answer the old enquiry as to who put the gin in Virginia.

Why not take advantage of the Bishops' visit to arrange a special service for shopkeepers? One of the hymns could be: "What Will the Harvest Be?"

The Board of Education's new term began on Wednesday.

A form of labour, which doesn't pay is labouring under a delusion.

No woman can make a fool of you without your assistance.

Judging by their solemn looks you'd almost think our Bishops are afraid of settlement day.

It is stated that the beer which was emptied into the gutters in Ice House Street last week "had been adversely affected by a thunderstorm." Suppose the bang had gone out of it.

What between the Yunnanese and the Hunanese, Dr. Sun must be having an uneasy time of it.

"Britain's Boxer Indemnity" should be applied to the pensioning off of Beckett.

The bankruptcy of the Wagner-Ian Opera Company should be a warning to those who think of taking up German notes.

Mr. Pussyfoot Johnson is reported to have said—"I'm not civil life." It's a cross all right, going to die, till the whole world is dry." We add to the rhythmic utterance:—"Beat Methusalem, Yet, we still will be wet."

"Indian Trouble: More Brewing," says a *Telegraph* headline. Some folk have a queer idea of trouble.

If everybody who didn't win a Sweep advertised the fact, there wouldn't be any room for news in the papers.

It is said that during the recent Mexican election several men failed to vote because they had dollar-ous crew, anyhow.

Leading a double life usually makes it shorter.

Hongkong is at least fifteen million years old, according to a lecturer. Wonder when the first shroff landed?

In view of the decision of the Betting Committee, as announced by Mr. Snowden in the House last week, England is not going to be the Better Land that some folks thought.

Some of Hongkong's young griffins are sorely disappointed because there is little prospect of their experiencing a really first-class earthquake.

The Canton Government having settled the question of the Ferry Tax, Hongkong will now deal with the ferry attacks.

When somebody heard details of the new educational programme he said, "Gee! Enormous."

Although there was a "Hayes" on the harbour on Monday last, it was quite possible to see over it.

The Chinese conductor who fell off the Peak tram into a nullah, the other day, must have been overcome by the fumes on the 8.10 Gindrunkers "Fullman" car.

Secretary Lee, of the U.S. Golf Association, has declared in favour of a larger and lighter golf ball. Many players will now be able to make good their leeway in the handicaps.

Suggested motto for the Police:—"Cherchez la femme."

The only thing some of our young men are saving for a future rainy day is rheumatism.

It appears that somebody is ruling in India after all. We learn that through the abolition of the Caliphate, Consternation reigns.

Some cities get all the joss. After the Laconians come the Bishops.

A penny saved is a month's pay in hand—in Germany.

Canton is to be bombarded next week—by the big guns of the Church.

Here's hoping this won't produce another manifesto.

It was bound to leak out—these Kowloon cricketers are good gardeners.

Wonder how they'd do at a Duck Show?

Fog spoiled a lot of Peak flowers. Accounts for their being mist from the Show, we suppose.

A London business house wishes to get in touch with "a sound firm" here. We would recommend the gramophones in a saloon beneath our office.

"Leeks were a very strong class," says the *Telegraph* report of the Flower and Vegetable Show. Onions too, we suppose.

If money circulated as fast as rumours, we should need asbestos notes.

In London, a man recently shot a woman through the bat. If it was an old hat she will probably recover.

Sir Lionel Earle refers to the O.B.E. as the "Victoria Cross of ported to have said—"I'm not civil life." It's a cross all right, going to die, till the whole world is dry." We add to the rhythmic utterance:—"Beat Methusalem, Yet, we still will be wet."

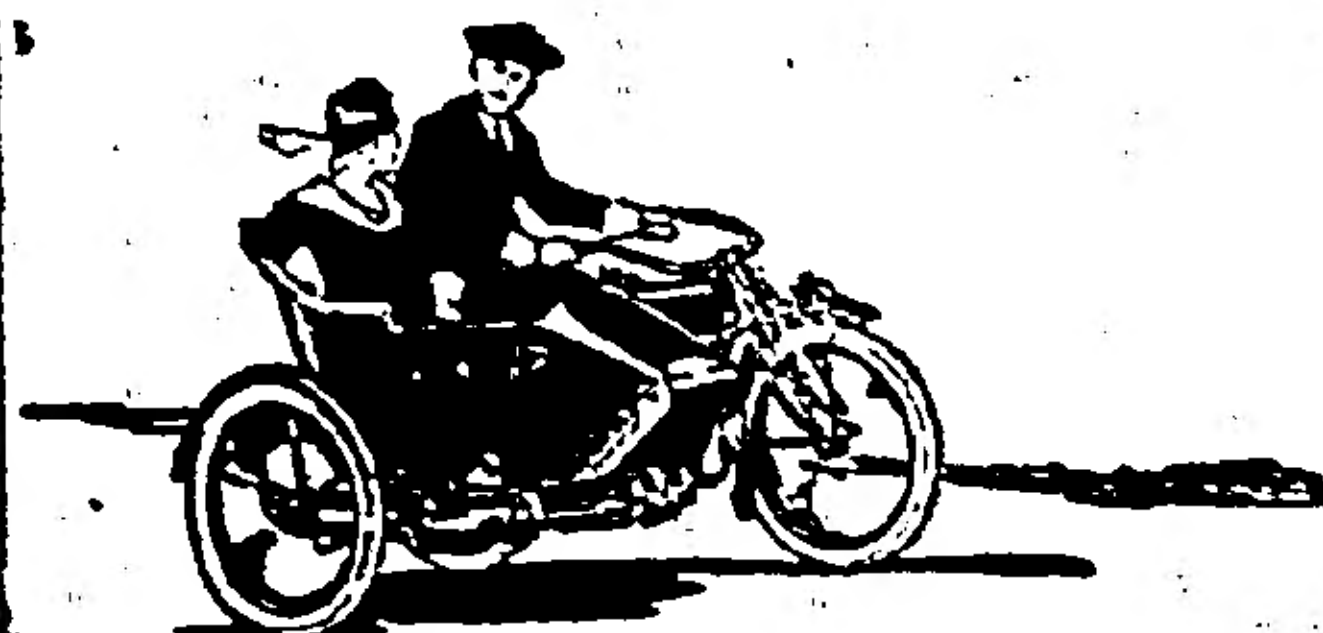
Referring to "The Light That Failed," a contemporary states that this book was written in 1819. And even yet Mr. Rudyard Kipling is without a match.

The prize for Stocks at the Horticultural Show did not go to Ice House Street, neither did that for Freesias.

It was appropriate that a police officer named Cashman should be on the spot when gambling was toward. His captives were a failed to vote because they had dollar-ous crew, anyhow.

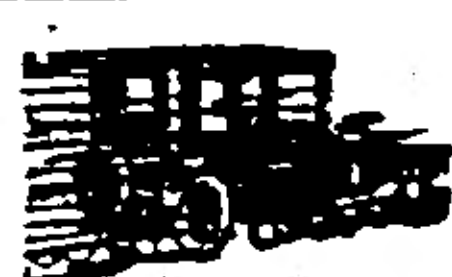
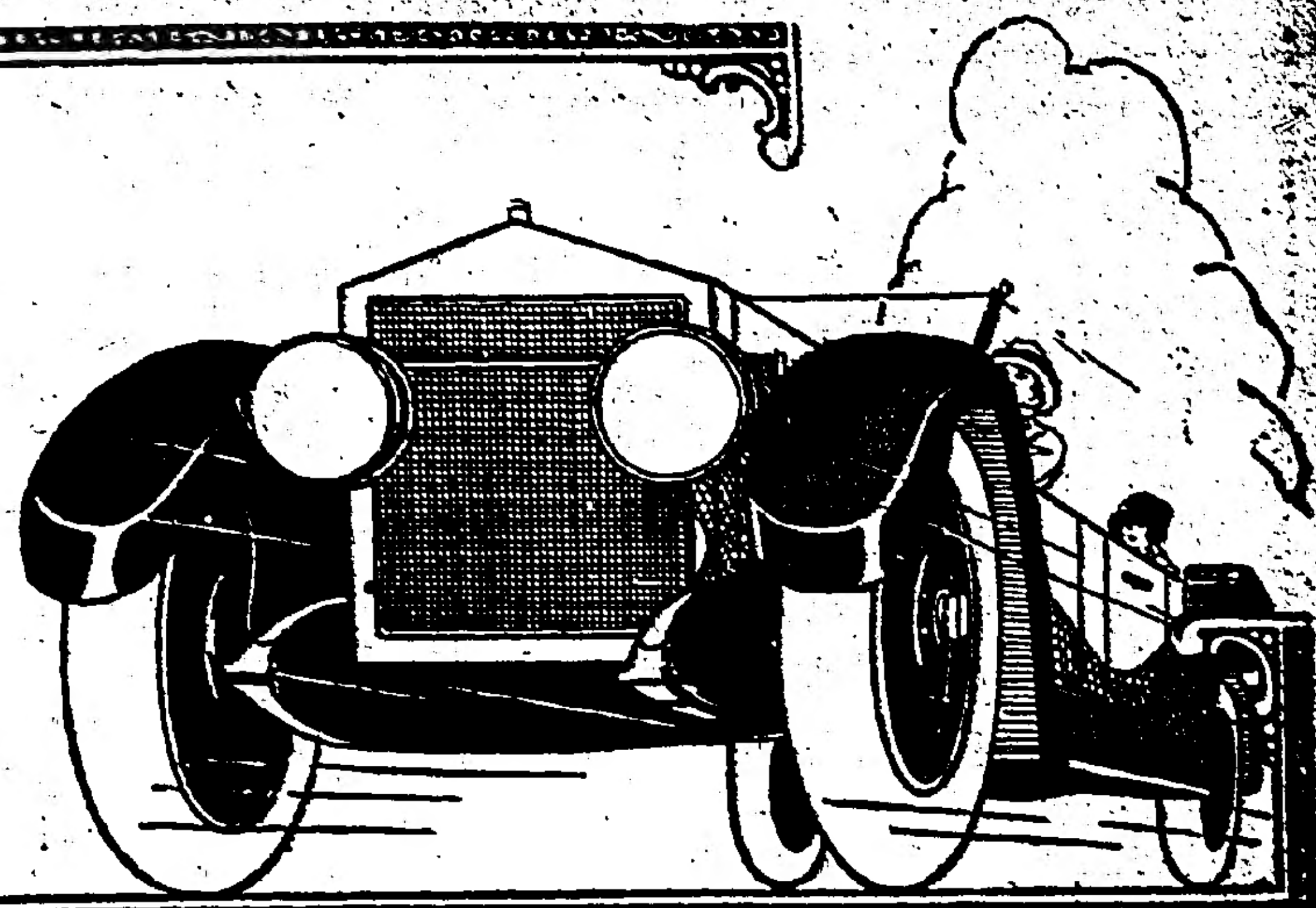
Newcomers who have 'gkn up the study of Cantonese say it's a Dyer-Ballical language.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
Saturday, the 8th. March, 1921

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The photos of the "Dennis" trucks published in this week's Supplement draw attention to the rapid strides being made in Hongkong in the matter of modern transport facilities. The four 2-2½ ton trucks shown are to be employed by Messrs. Sang Lee in connection with their contract work in Hongkong and Kowloon. Each of these trucks is fitted with the latest hydraulic tipping gear which is worked by friction drive from the fly-wheel.

Particular interest is centred on the omnibus chassis. The one of which a photo appears has been ordered by the Kai Tak Motor Bus Company, of Kowloon, who are to be congratulated on their enterprise in selecting such an excellent type of vehicle for passenger work on the Peninsula. The chassis is of the long wheel base type (14 feet) and the equipment includes a 12-volt dynamo lighting set, and is fitted with standard type single front and twin rear pneumatic tyres. A spare wheel, interchangeable front and rear, is included.

Messrs. Alex. Ross and Co., Ltd., are the agents for the "Dennis," which is one of the best known British vehicles, very much in evidence on passenger services at Home. With the possibility of commodious bus services being started in the Colony to cope with our rapidly expanding residential districts, it is gratifying to know that British products are finding such a firm footing here.

A tribute should be paid to the Dragon Motor Car Company for the particularly smart manner in which they handled this shipment of trucks. The five crates were taken off the s.s. "Padua" at 9 a.m. on the morning of the 1st inst., and under the supervision of Mr. A. J. Allison, the whole five trucks were assembled and driven away under their own power by 5.45 p.m. the same evening. Surely a local record in "hustle."

The "Mathis" car, which we stated last week was on view at the Hongkong Hotel Motor Show-room, found a purchaser before the comment we made was published. A 4-cylinder model has arrived since then, however, and may be inspected by arrangement.

During next week, the largest motor lorry in the Colony will take the road. It is a "W" type, 6-ton Thornycroft, and has been imported by the local agents, The Hongkong Hotel Motor Dept. to the order of the Ling Nam Trucking Company. We shall deal with this particular type in next week's local notes.

During the week we had the pleasure of a visit of the foreign sales representative of the Paige-Detroit Motor Car Co. and of "Jewett Motors" in the person of Mr. Lawrence P. Kent. Mr. Kent, who was on a business and pleasure trip to Hongkong, informed us that he has appointed the Dragon Motor Car Company the local agents for "Paige" and "Jewett" cars, a shipment of which may be expected here in the near future.

The first of these cars to arrive, will be the 5-passenger, 6-cylinder 50 h.p. Jewett de Luxe touring model, and the 7-passenger, 6-cylinder, 70 h.p. Paige de Luxe touring car. The Jewett is an extremely pleasing car in appearance—low swung body, ample wheelbase, and extra long springs which hold a promise of riding ease and general road comfort.

The 70 h.p. "Paige de Luxe" is a luxuriously finished example of the latest product of the well known Paige-Detroit motor factory. The lightest touch guides it—due to ball bearings in the spindle heads, while the 70 h.p. motor enables the driver to throttle down almost to a stop and then accelerate without need of gear changing. When a gear change is necessary, it is made quickly and noiselessly, with a bare three-inch movement.

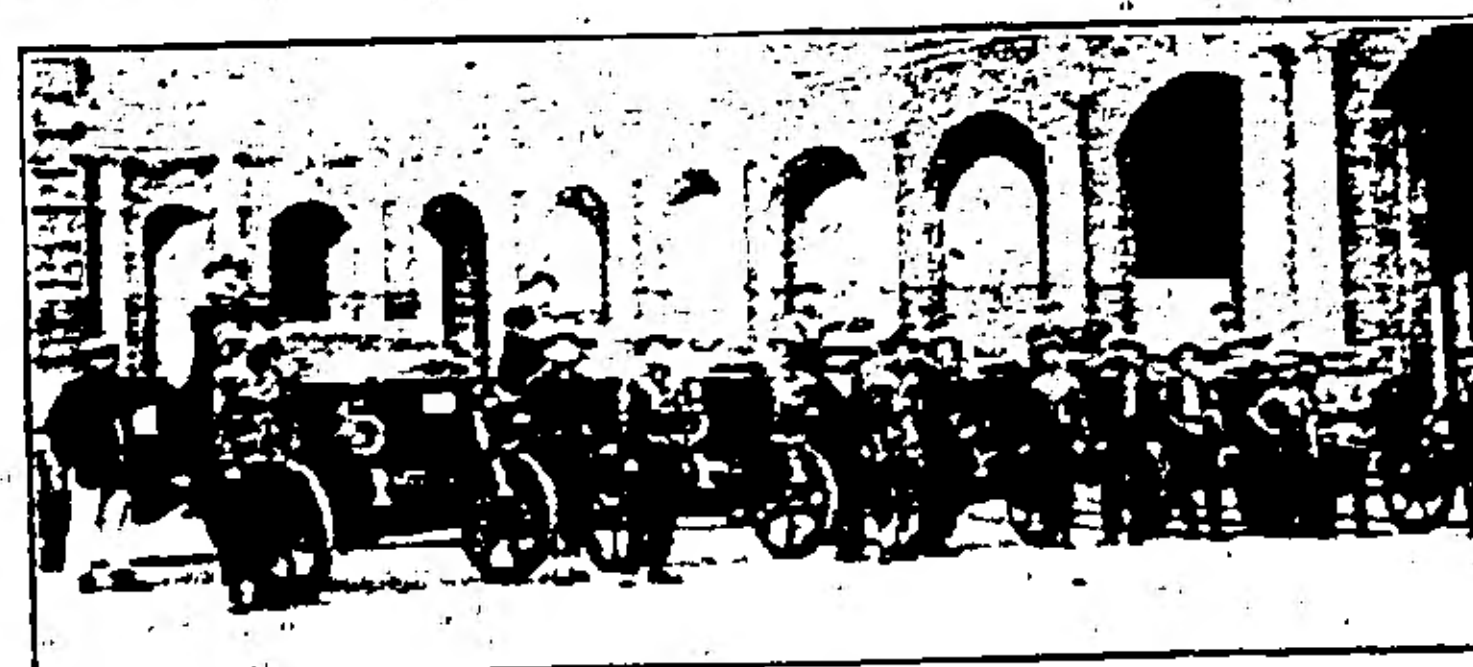
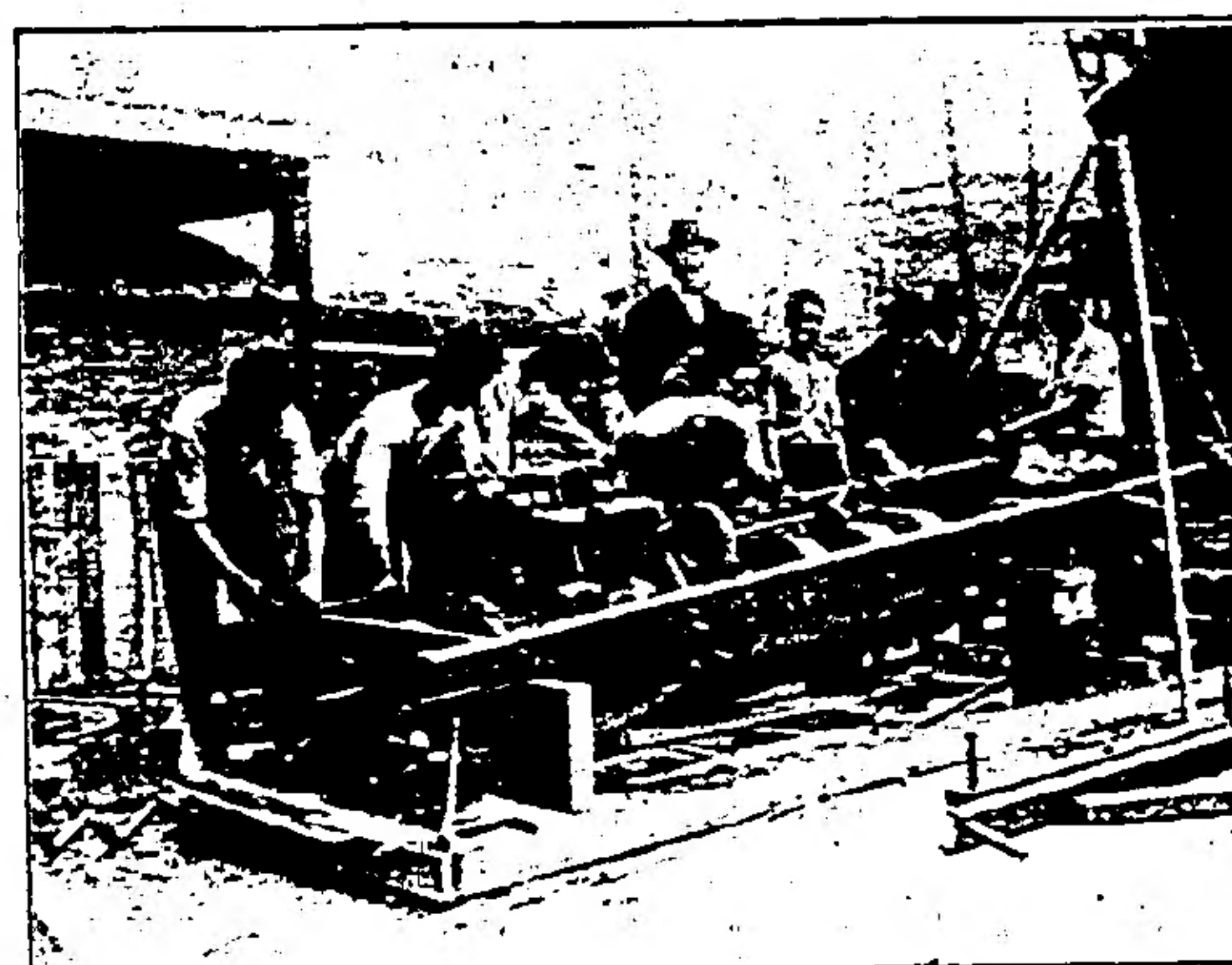
Motor tractors have been given a trial locally, and they have certainly proved their extreme utility in connection with the opening up of new residential areas. Elsewhere in this issue will be found two pictures showing such vehicles at work on the big area which is being developed at Kowloon Tong. These tractors are 25 h.p. Fordsons, and they are shown pulling a two-ton stone roller over very rough ground, in preparation for the opening up of roads there. The value of these tractors, for which Mr. Andrew Harper is the agent, is shown by the fact that one of them can do more work in a day than a gang of a hundred coolies. We can see a great future for the tractor in Hongkong.

A point of some importance was raised by a correspondent in a letter to the *Telegraph* recently, in which he advocated the imposition of an *ad valorem* duty on motor vehicles and accessories coming into Hongkong which are other than British in origin. Whilst we have every sympathy with the expressed desire to encourage the use of British machines, we do not think there is much prospect of this proposal being put into effect. Hongkong is a "free" port, and its growth and expansion as a commercial centre are largely to be attributed to that fact. The imposition of discriminating taxes would raise a very controversial issue, and, if put into operation in the case of one commodity, it would be difficult to withstand a plea for special treatment from other industries.

In looking at this matter, we cannot get away from the fact that the growing use of non-British vehicles here, as in many other British possessions, is in part due to the greater enterprise of American makers in particular. Larger advertising appropriations, better agency representation and a closer study of the needs of the market—these are all factors which have an accumulative effect in helping to get new business. We fear that British car manufacturers, in the main (there are exceptions) are not fully alive to the potentialities of the Eastern market. Few probably know that in such a relatively small spot as Hongkong there is a big future for the motor trade. Once they realise the possibilities, we may expect to see some effort made to capture for British manufacturers a larger share of business than they now enjoy.

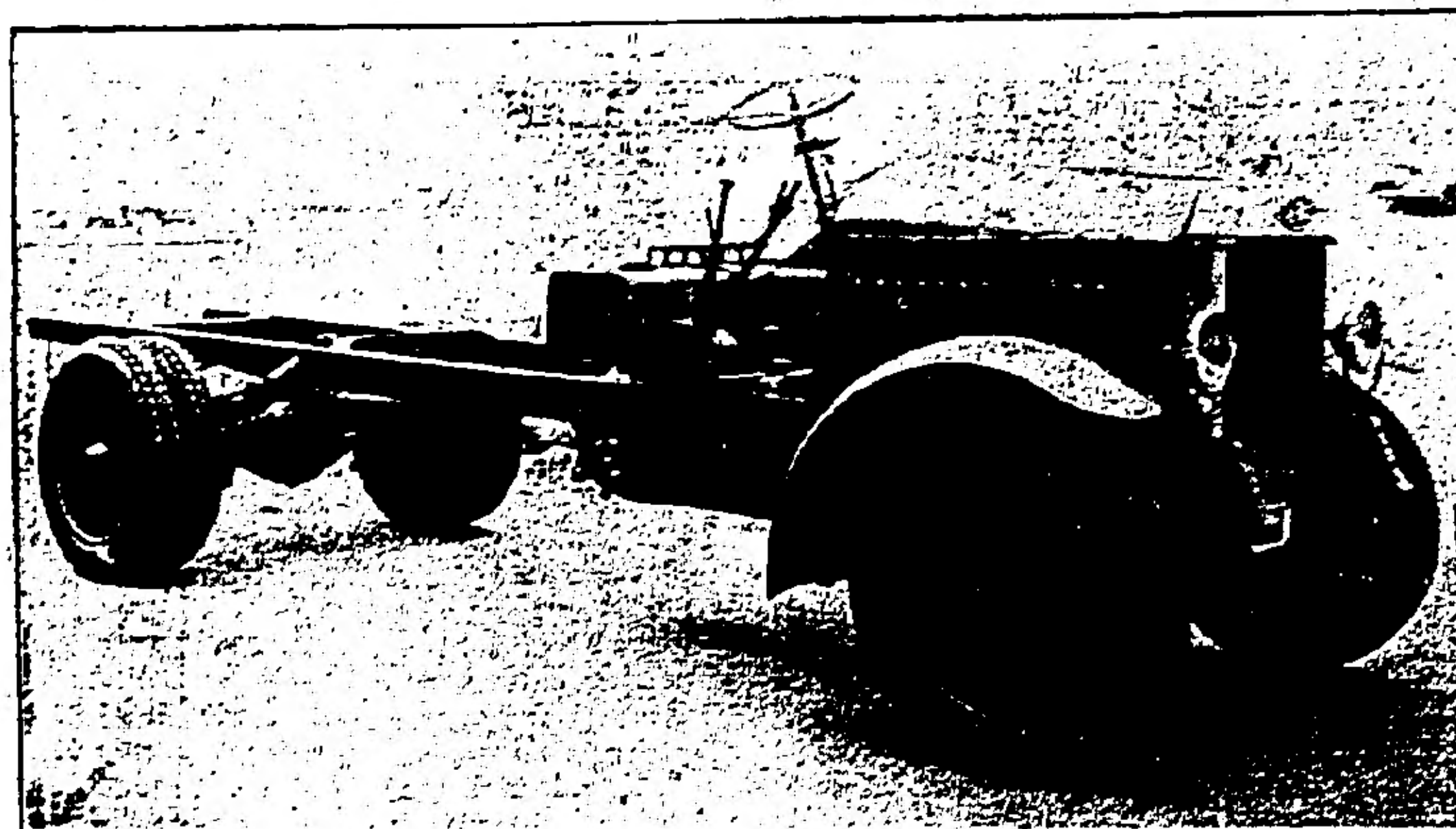
ASSEMBLING MOTOR TRUCKS.

Dragon Motor Company's Smart Work.



The above pictures show various stages of work in connection with the unloading and assembling of five "Dennis" motor trucks which arrived in the Colony recently to the order of Messrs Alex Ross & Co. (China) Ltd. A staff of mechanics from the Dragon Company, under the supervision of Mr. A. J. Allison, took delivery and assembled the whole five in the incredibly short space of eight and a half hours. Photo No. 1 shows one of the crated trucks on the Kowloon Wharf; No. 2, work in progress on one of the chassis; No. 3, the five trucks awaiting shipment across the harbour. (Photos by Ming Yuen).

"DENNIS" OMNIBUS CHASSIS FOR KOWLOON.



This chassis is of the long wheel base type. A commodious body is being built locally, and when finished the bus will be put into operation by the Kai Tak Company. (Photo by Ming Yuen).

BRITISH CARS.

Some 1924 Models.

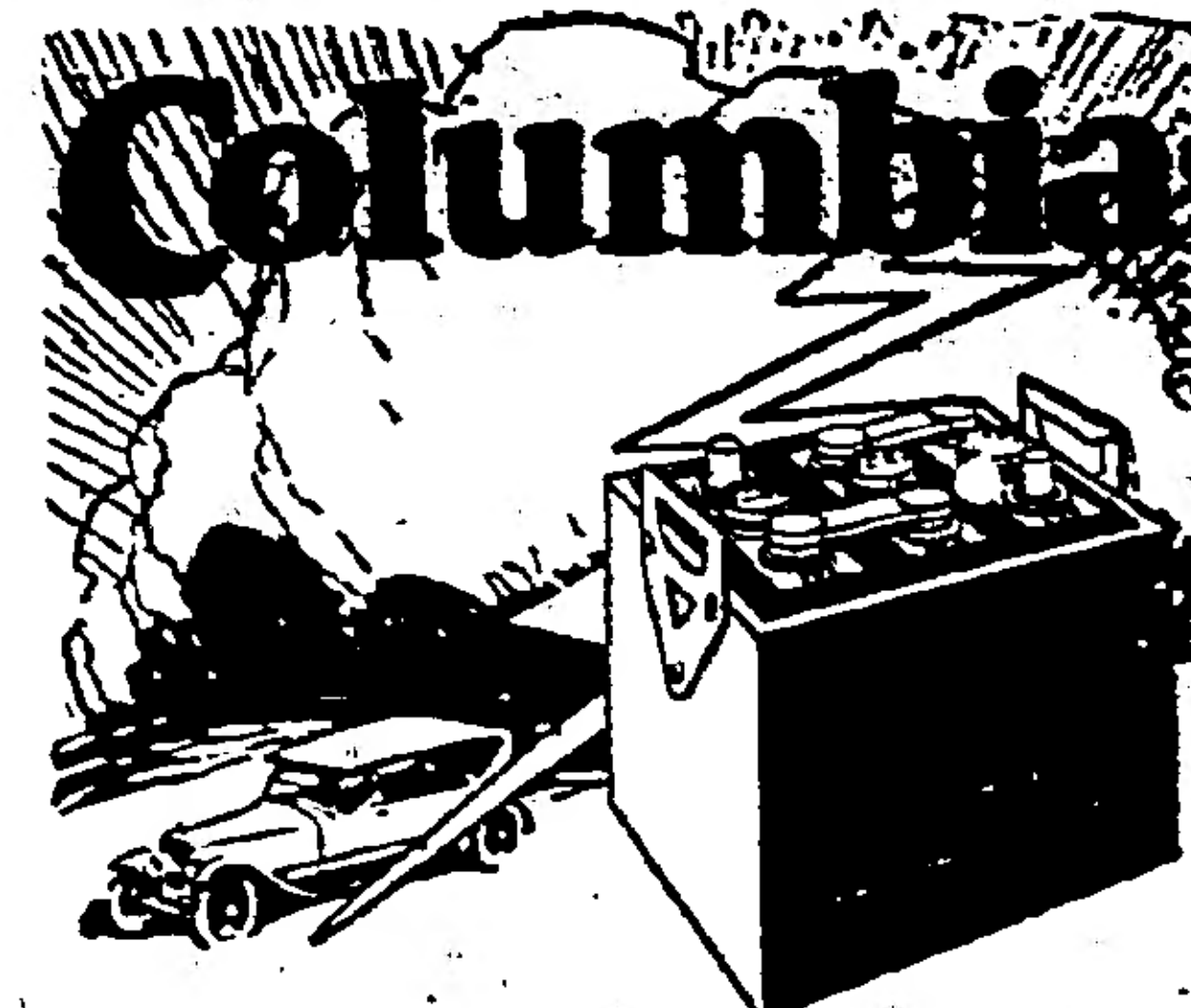
Writing from London, the R. A. C. correspondent says—My notes recently have dealt almost entirely with the annual motor exhibitions and therefore have ignored a few excellent 1924 models which for one reason or another were not staged at Olympia.

The Gwynne programme for this year consists of the little Gwynne "Eight," the chassis of which sells at £180, and the Gwynne "Fourteen." This is a sound car on orthodox lines with four speeds and ample power and ground clearance. The chassis is built for durability and running economy and is marketed at home at £360. The complete car in its handsomest form, with the Gwynne four-door all-weather body, is listed at the very moderate price of £545. All the Gwynne models are handled by the Service Motor Company, Ltd., of 94, Great Portland Street London, who are the sole concessionaires.

The 10-20 h.p. Triumph is marketed as a complete car in a new form with an interior drive four-door saloon body. This body is of the Weymann type and is extremely interesting. No metal panels are used and there is no paint to get scratched or scarred. Windows are fitted to all four doors and can be positively raised or lowered, or set at any desired height. The place of metal panels is taken by specially formed self-coloured leather fabric stretched tight over the frames. Immediately beneath the outer skin is an inner layer of stout material keeping the fabric tight, smooth and uniform. Inside the body the frame is covered first with a skin of resistant material and then with a final layer of Bedford cord. This type of body is extremely light and does not give rise to any "drumming" noises. Neither is it liable to develop squeaks or rattles due to distortion.

TO DRAIN OIL FROM CRANKCASE.

Certain cars have no way of draining the crankcase from underneath, and the problem of getting out the oil is difficult under some conditions. The best plan, however, is to disconnect the feed pipe to the gauge and place its end in a bucket. Start the motor and run slowly. In this way the oil is drawn out of the crankcase into the bucket or other receptacles.



Storage Batteries

YOU want a storage battery of reputation, a battery that has proved its worth for years in every country in the world. That is the Columbia.

Columbia Batteries are made by the world's oldest manufacturer of electric batteries. They are made the best a battery can be made.

Columbia Storage Batteries are your guarantee of motoring satisfaction—of quick starts and bright lights.

Your next battery should be a Columbia.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 3950.

A. J. Allison, Service Manager.

Columbia
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LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon

of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL
SPIRIT

PERFORMANCE IS PROOF!
THE ASIATIC PETROLEUM CO., LTD.

Firestone

FIRESTONE GUM DIPPED CORDS cost you no more to begin with—and they are more economical in the end because their longer mileage reduces the cost per mile.

The special processes—Firestone employs—gum dippings, curing on expanded air bags, blending and tempering the rubber—have added thousands of miles of service to tyre performance. Are you benefitting? Fit FIRESTONE CORDS and be more than satisfied.

Most Miles Per Dollar

DISTRIBUTORS: The DRAGON MOTOR CAR Co., Ltd.

1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

33.8 MILES PER GALLON

on a run from New York to San Francisco.

THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

Hongkong Hotel Garage.

Tel. 32

Queen's Road,
Show Rooms

Tel. 32

The Hongkong and Shanghai Hotels Ltd.

TRACTOR AT KOWLOON TONG.

Fordson at Work on Road-Making.



The above pictures show a Fordson tractor at work levelling roads on the Kowloon Tong site. The machine is of 25 horse-power and is pulling a two-ton stone roller.

MOTORING IN JAPAN.

The Yokohama-Tokyo Road.

The completion of the new main highway from Tokyo to Yokohama, which was to have been open for traffic at the end of this month, has been postponed until April, 1925, says the *Japan Advertiser*. Financial and other difficulties, arising out of the great disaster of September 1, have caused the delay.

Construction work, which was suspended for some time after the earthquake, has been resumed, and about 75 per cent. of the whole road is now actually finished. The part from Shinagawa to Omori has just been completed, and will be opened to traffic this month. Two miles of completed road, from Tsurumi toward Kanagawa, were opened six weeks ago.

NEW SECTION TO BE OPENED SOON.

"Since the earthquake of September 1, said Mr. Ko Tanaka, chief engineer of the Road Bureau of the Department of Home Affairs, in an interview with a representative of the *Japan Advertiser*, "traffic between Tokyo and Yokohama has greatly increased, and the old road has become inadequate. We realize the necessity for the new road, and are doing our best to complete it as soon as possible. The section from Shinagawa to Omori has just been finished and will be open to traffic early in March. Delay in opening this part of the road is due to the failure of the Electric Company to remove the old Tokyo-Kanagawa electric car station at Yatsuyama. We have received several protests from Shinagawa interests concerning the delay in opening that section of the road, and I have received a promise from the officials of the Electric Company that the Yatsuyama station will be removed before the end of this month."

"Such portions of the road as were completed by last September were not affected at all by the earthquake, nor is the actual road construction being held up on that account. It is the construction of the new Rokugo Bridge that is holding up the whole work. This bridge will be over a thousand feet in length and will cost ¥410,000. Work on it was started on January 16 and will take at least another year to complete. When this bridge is finished the rest is easy."

As originally planned, the Tokyo-Yokohama main highway was to have been completed in March, 1925. About a year ago, however, an agitation was started by local automobile interests which led to the Road Bureau agreeing to have the road finished by the end of March, 1924. In postponing the opening of the road until April, 1925, therefore, the authorities are simply going back to the original plan.

"We have received many applications for permits to operate motor bus services over the road," said Mr. Tanaka, "and already we have returned more than 20 applications to the sen-

FORD FIGURES.

SOME STRIKING STATISTICS.

Detroit, Dec. 29.—Approximately forty-nine per cent. of the passenger cars and trucks produced in the United States during the first ten months of 1923 were Fords.

This is shown by a comparison of the automobile production figures given out by the U. S. Department of Commerce and those of the Ford Motor Company here.

The department's figures on cars and trucks, the latter including fire apparatus and street sweepers, shows a total of 3,396,639 for the first ten months.

Ford production figures for the same period, which include as those of other companies, cars and trucks made here for assembly in foreign countries, totals 1,639,374. This total, however, does not include the production of the plant at Manchester, England; which manufactures practically all of its parts and which produced 27,506 cars and trucks during the first ten months, nor does it include the ten-month output of 69,452 cars and trucks by the Ford Motor Company of Canada, Ltd.

A comparison of the trunk production figures shows that 62 per cent. were Fords. The total number of trunks turned out during the ten months from January 1 to November 1 was 320,285, with Ford trunk production for the same time totalling 200,996.

and there are several more to be acted on. We will not consider any such applications, nor will we permit the installation of an electric car line along the road, as was proposed by one company. To permit either would be to defeat the primary object of the road, which is to provide a modern motor highway for private motor vehicles between Tokyo and Yokohama."

ROAD IN SPLENDID SHAPE.

Certainly the Road Bureau is to be congratulated on the appearance of portions of the road now open to traffic. The section near Tsurumi is everything that a motor highway should be—64 feet wide and as smooth as glass. The surface of the road is incomparably better than that of any of the concrete roads so far constructed in Tokyo. This section of the road, which was completed before the earthquake, was absolutely unaffected by the great shock, and does not show a single wrinkle. It is to be regretted, however, that the authorities do not see fit to keep hand carts and bullock carts off the road, as originally planned. Due to the great width of the road, however, such traffic is widely spaced and it is feasible for any motor vehicle to maintain a high rate of speed.

TRIUMPH

1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tyres.

Price:—H. K. \$800.

SOLE AGENTS—

Alex. Ross & Company,

(China) Ltd.

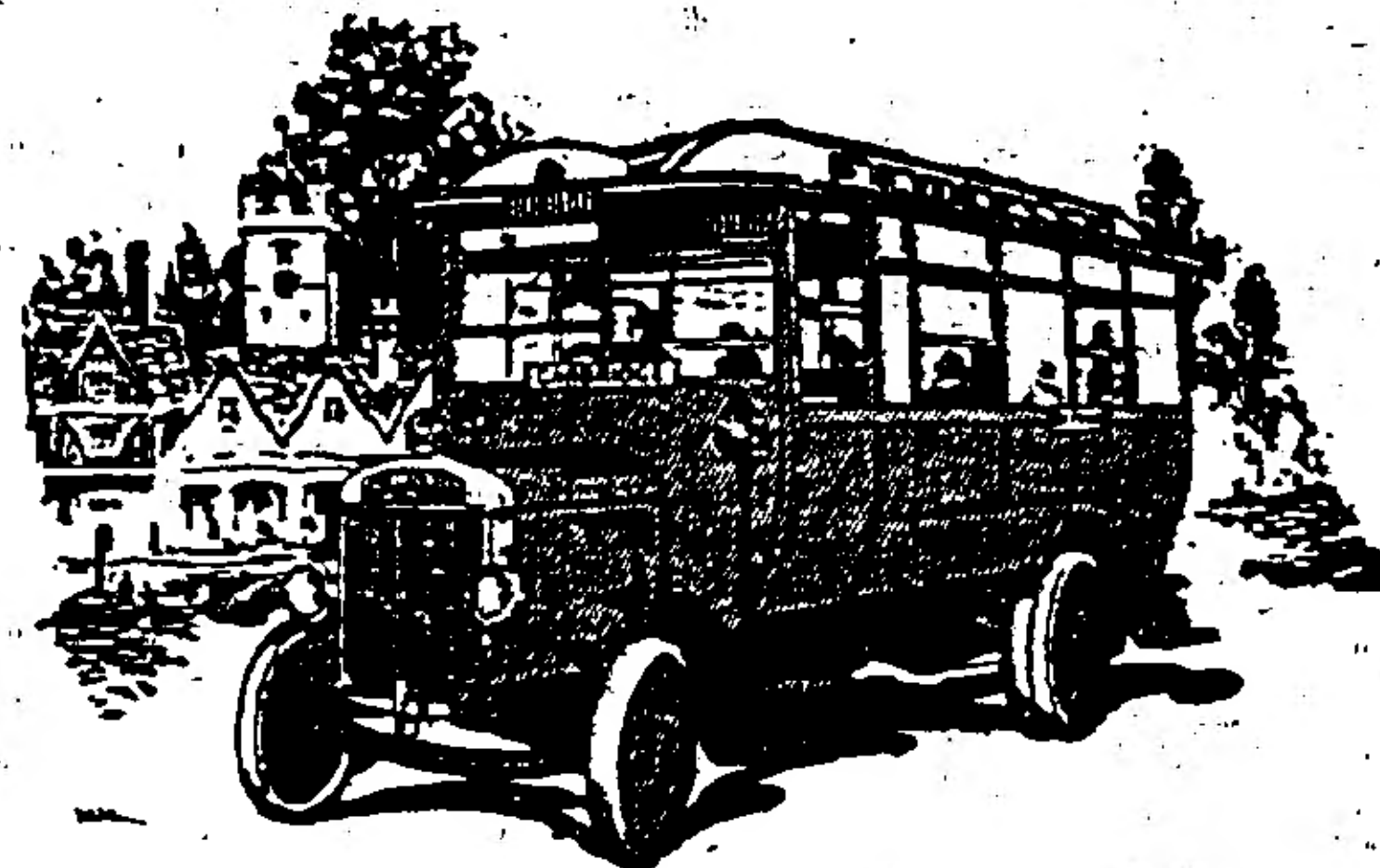
Bank of China Building, Duddell Street.

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SPECIFICATION and PRICES.

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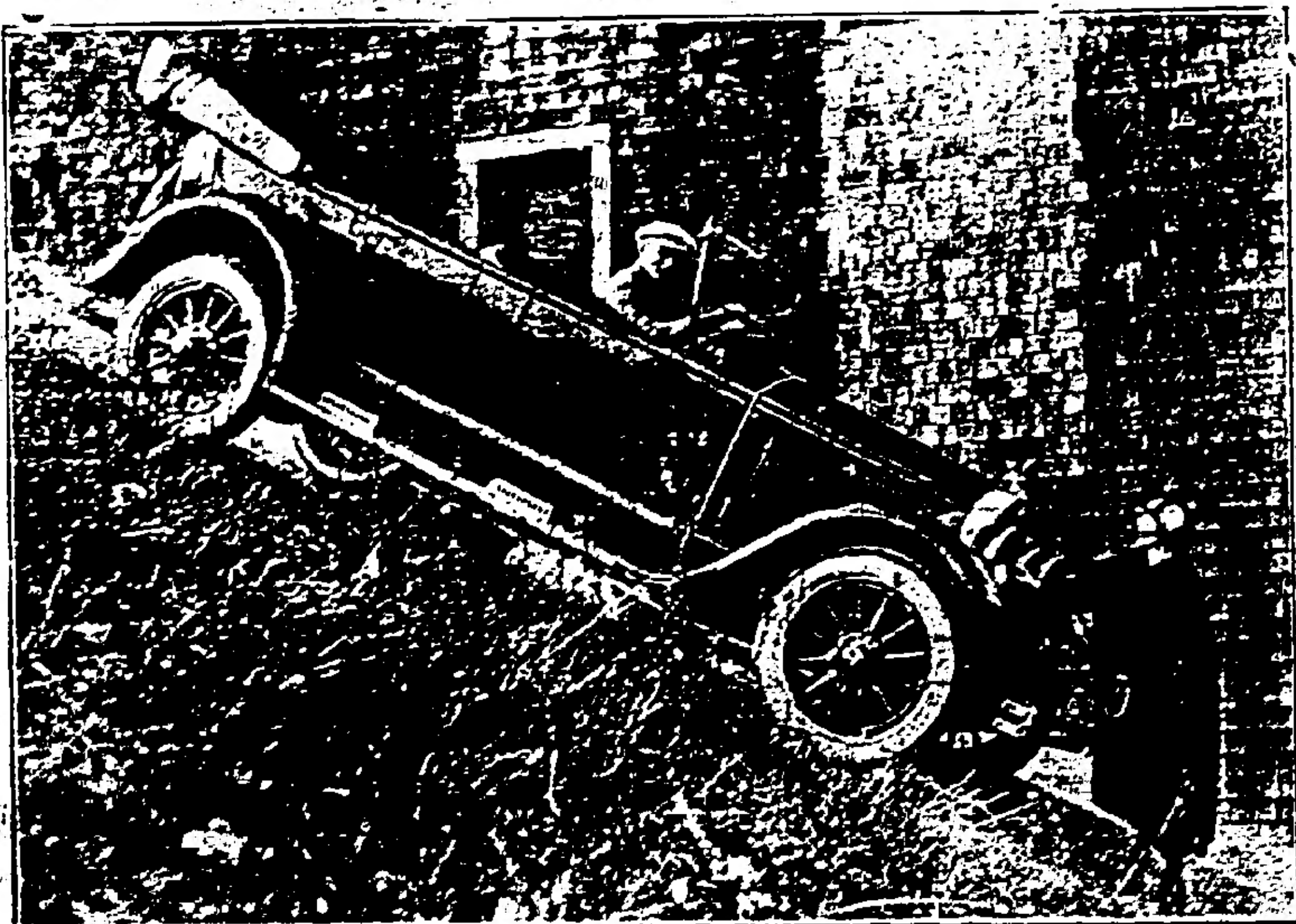
Tel. 32. SPARE PARTS IN STOCK. Tel. 32.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

FACTS THAT SPEAK FOR THEMSELVES



1924

Four wheel
brakes

BUICKS

OFFICIAL POLICE
BRAKING LIMITS
(Tests always carried out dry roads)

BUICK PERFORMANCE
ON DRY ROADS

BUICK PERFORMANCE
ON WET ROADS

1924

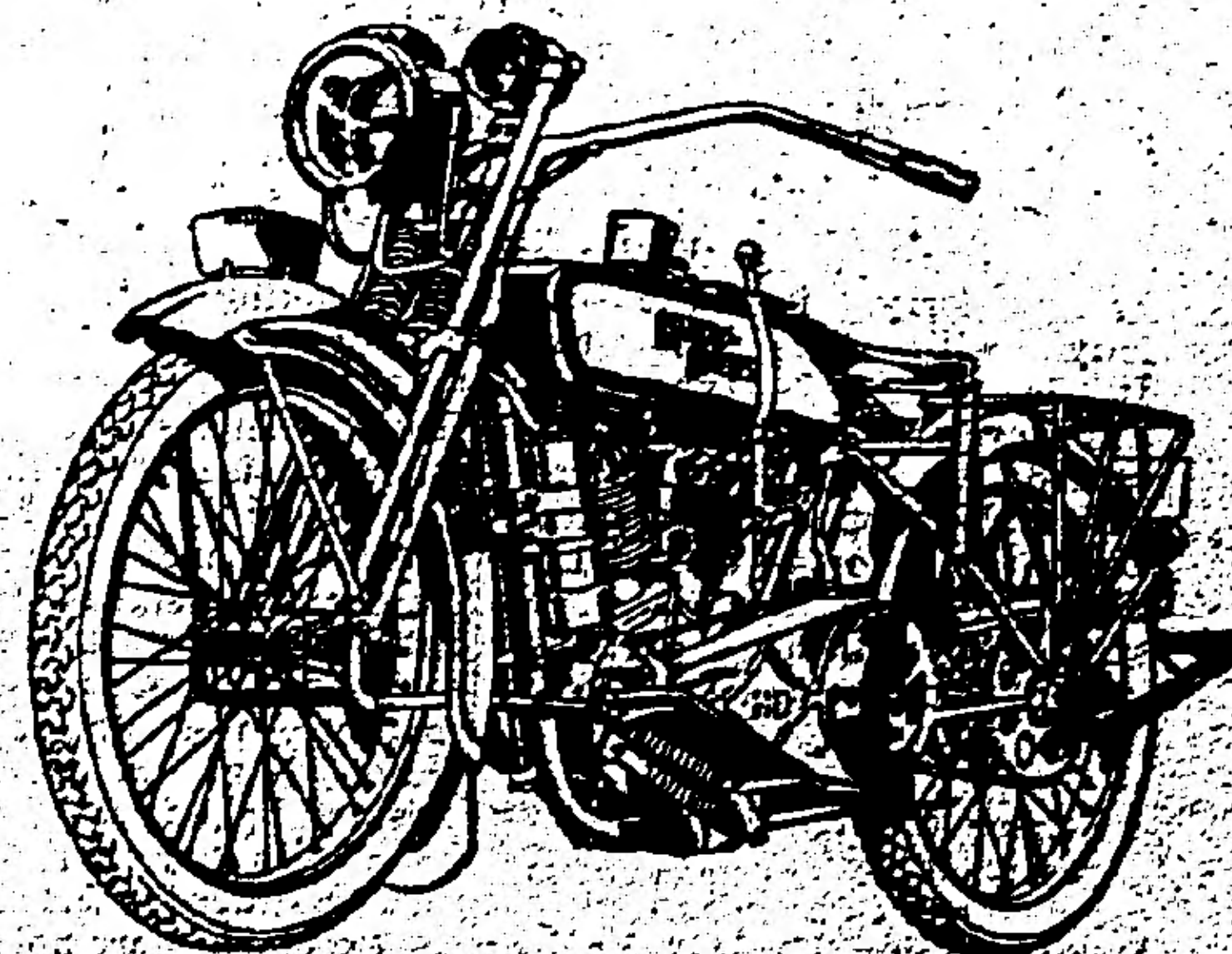
Four wheel
brakes

BUICKS

(Speedometers were tested before and after the test and were found to be registered correctly.)

THE HONGKONG & KOWLOON TAXI-CAB CO., LTD.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.

Sole Agents, Tel. 781.

KEY TO SALES.

Dodge's Record of Quality.

There is one factory, at least, in which there is no dispute between sales and production executives as to the relative importance of their departments.

Ask anyone of authority in the sales department of Dodge Brothers, Detroit, which is more important—the job of manufacturing or the job of selling—and you will get an immediate, emphatic answer:

"In our business, manufacturing, by all means."

Ever since Dodge Brothers turned out their first motor car, back in 1914, and even before that time, when Dodge Brothers were building parts for other manufacturers, major stress has always been placed on the building of the product, rather than the selling.

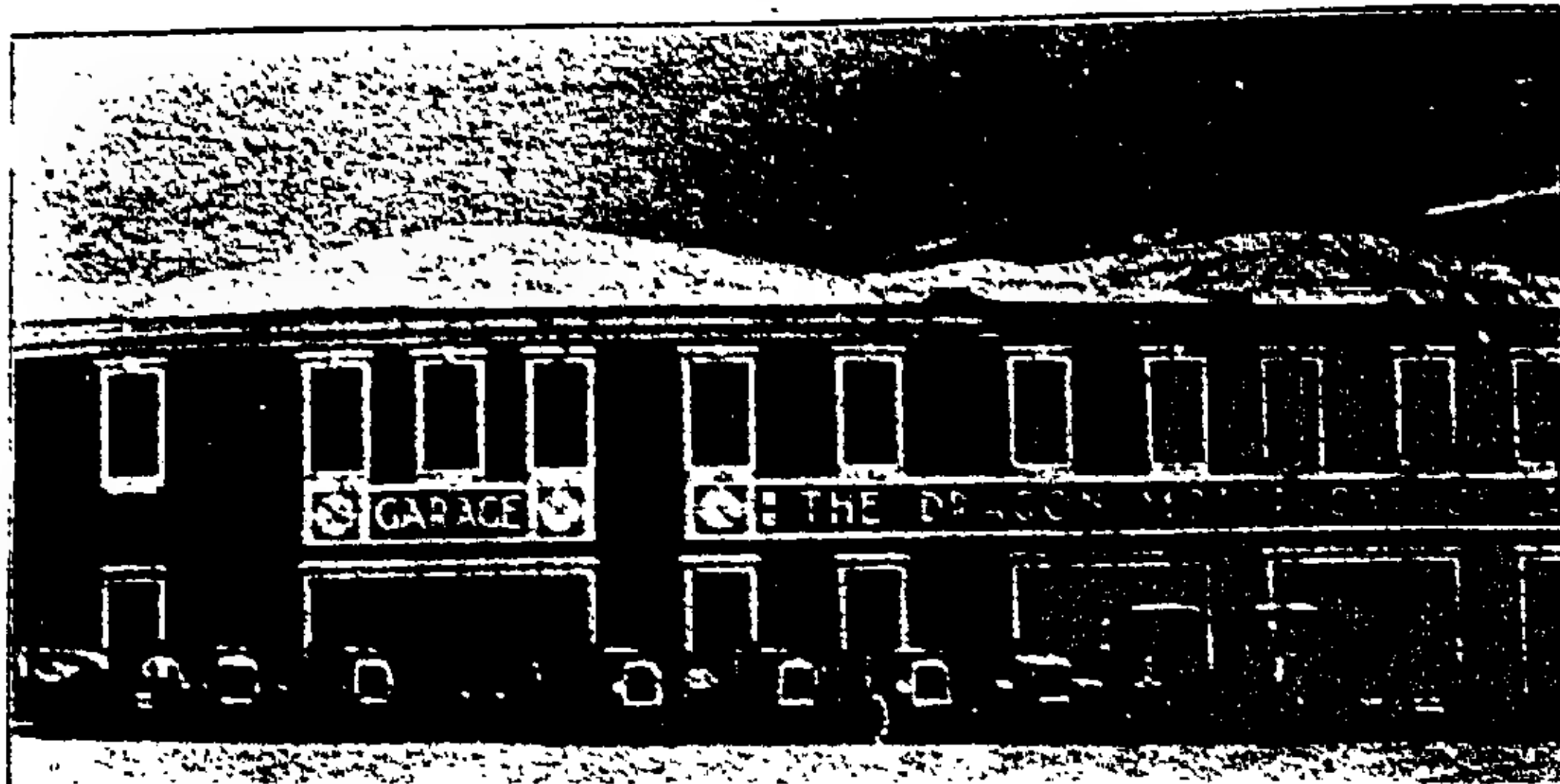
"Build it well and it will sell itself," was their cardinal doctrine.

Dodge Brothers believed that a product could not survive long unless it was conscientiously built—that the public would always prefer fundamental merit to superficial glamor; that a car with a real reputation for goodness would always find a healthy market, regardless of the whims of fashion.

The fact that Dodge Brothers have now built and sold more than 1,000,000 cars, seems to bear out this contention in an emphatic way. The million mark was reached December 13, 1923—just 9 years and 11 days after the first Dodge Brothers Motor Car left the factory.

Officials explain that this remarkable record is due to the fact that there never has been an "off year" in Dodge Brothers history. Demand has always enjoyed a steady increase. The public, recognizing the merit of the car, sought it so persistently that the factory was forced to establish a world record in quantity production.

HONGKONG KEEPING UP-TO-DATE.



A fleet of haulage trucks comprising—six "Dennis" two "Sandford" and one "Hudson Truxton". (Photo by Ming Yuen).

NEW YORK SHOW.

Some of the Exhibits.

Giving his impressions of the New York Motor Show, Captain Victor Beveridge says:—By common consent the Packard stand was given pride of place, first because a beautiful sports model "Single Eight" painted a French grey lined with blue, with disc wheels and wonderful upholstery was undoubtedly the finest car in the whole exhibition and next because of the fact that both the Single Eight and the Single Six with four wheel brakes were making their first show appearance. It is unnecessary for me to enumerate the features of those two models since they have received such world wide publicity that I can tell nothing new about them. To have started the four wheel brake fashion and to have had their radiator copied by a dozen firms is quite enough popularity for one firm. I am not so sure that the flattery of imitation is appreciated by the great Detroit firm.

CADILLAC PROMINENT.

Next in order of importance was the Cadillac exhibit and that

there are still admirers of the "V" type eights was apparent from the interested crowds always collected on the stand. Perhaps the complication of the opposed type is more apparent than real yet it certainly seems as if engine adjustments must be rather difficult to carry out on this type of engine. Nothing could be more perfect than the mechanical precision on this chassis and the four wheel brakes with which Cadillac equips their cars seem to me to be one of the few really reliable ones seen.

Marmon, as ever, stage a remarkably fine lot of high class machines and the comfort of their body work is notable. Here four wheel brakes and balloon tires are strongly in evidence. I did not see much change in the engine design—but then so good a power plant as has ever been the Marmon feature needs little alteration.

Studebaker next catches the eyes and here again there seems to be little alteration on the engines which have made so many friends for the "light six." But one was struck with the idea that here the four wheel

brakes are missing. Not so long ago the Studebaker Company spent much good money telling the world that in 1924 they would have nothing to do with four wheel brakes—that they would not be fitted to Studebakers in this year. I thought at the time that was a mistaken step. It did not sell a single car, it did not stop the popular demand for the four wheel brakes and to-day the company is placed on the horns of a dilemma, either they will lose thousands of sales for the want of four wheel brakes or they will down from their position.

This year of grace is going down into automobile history as the "Four Wheel Brake Year." NEW DODGE MODELS.

Dodge Brothers cars again show a wonderful advance, both mechanically and in their general appearance. I am astonished each year at the progress of these cars. There is never any suggestion or resting on laurels already won but always, it seems to me, as if their value leaps forward from year to year and looking at this season's showing one is almost tempted to say "Why pay more when you can buy a Dodge."

Our old friend Pierce Arrow has a big showing of fine models. I always think of these as so settled in design that their makers are content to leave well enough alone. After all Pierce Arrow owners are a conservative class to whom change apparently is not agreeable or necessary. Four wheel brakes of course are here.

Willis-Overland and Willis-Knight together make a brave show and the numbers turned out from the big Toledo plant are sufficient evidence that fine value and consistent service will always secure its due reward. The Willis-Knight is today one of the most popular medium priced cars made in America and justly so.

I looked in vain for the electric vehicle and the steam car; both seem to have given up the fight and retired into the background, at least so far as making any appeal for public patronage is concerned.

ONLY ONE AIR-COOLED CAR.

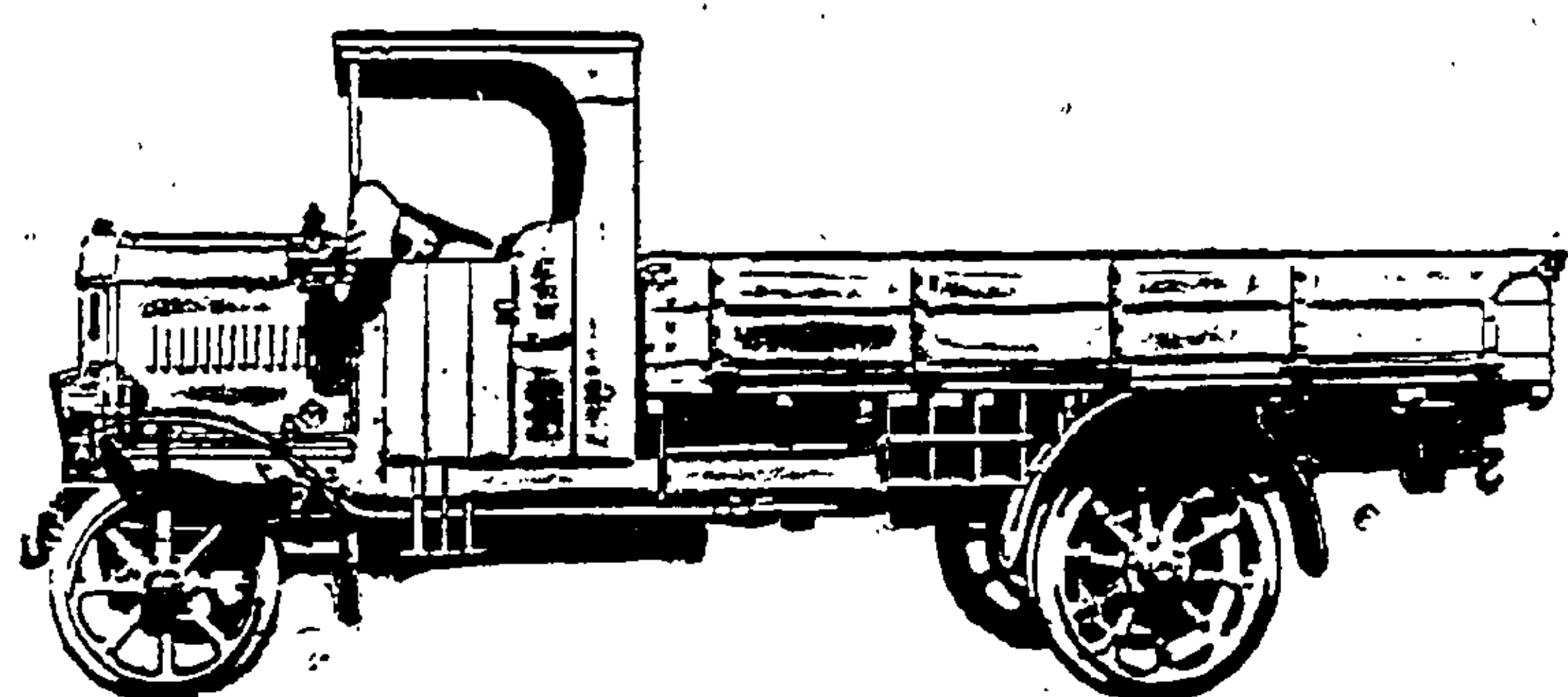
The Franklin was the only air-cooled engine I saw and it seems to carry on very well. From year to year I see fresh improvements but it fights a lone fight for real recognition. This I do know, that Franklin owners swear by their cars to a man and I think it is mostly prejudice that keeps the air-cooled engine confined to one really successful model.

I liked the look of the Richenbacher very much, it has the courage of blazing a trail for itself in many directions, and it was a good second to Packard in the introduction of four wheel brakes, and its two flywheels on the engine shaft certainly keep down vibration.

Buick of course was a magnet which few could escape and while I have a certain objection to one of its features I must say that no one who is in the market for a car of its price can possibly pass it by. Away back in the early years I had a car of this make and I remember it almost lovingly for the fine service it gave. Here in America the streets teem with this make and with its four wheel brakes it is always a good buy.

Chevrolet seems to take on new life with each passing year and I question if, in the low price division, any car even approaches it for actual value. Many have tried where Chevrolet has succeeded. Only immense output can enable such value to be given.

The Hupmobile at last has given a little more thought and care to its body design and the coachwork on the Hupmobile requires no excuse. At this time of day it would be superfluous to praise the mechanical excel-



"If the writer were asked to sum up the 'Dennis' 2-2 1/2 tonner

HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH-CLASS, WORM-DRIVEN MACHINE, BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN; THE CHASSIS IS JUST A REPRESENTATION OF RIPE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-dateness in design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act, in 1895.

BRIEF SPECIFICATION:—

30 h.p., 165 x 150 mm. engine, forced lubrication to working parts by gear-driven pump, large oil sump in crankcase, high tension waterproof magneto, external Ferodo-lined clutch, gate change 4-speed and reverse gearbox, with direct drive on 4th speed, steering by worm wheel sector, Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand nuts in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps, tool kit, lifting jack and horn.

THE
DENNIS

2-2 1/2 ton Model

Write for leaflets of models in which you are interested.

Alex. Ross & Company
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Bank of China Building, Duddell St.
Telephone C2487

DUNLOP

CORDS

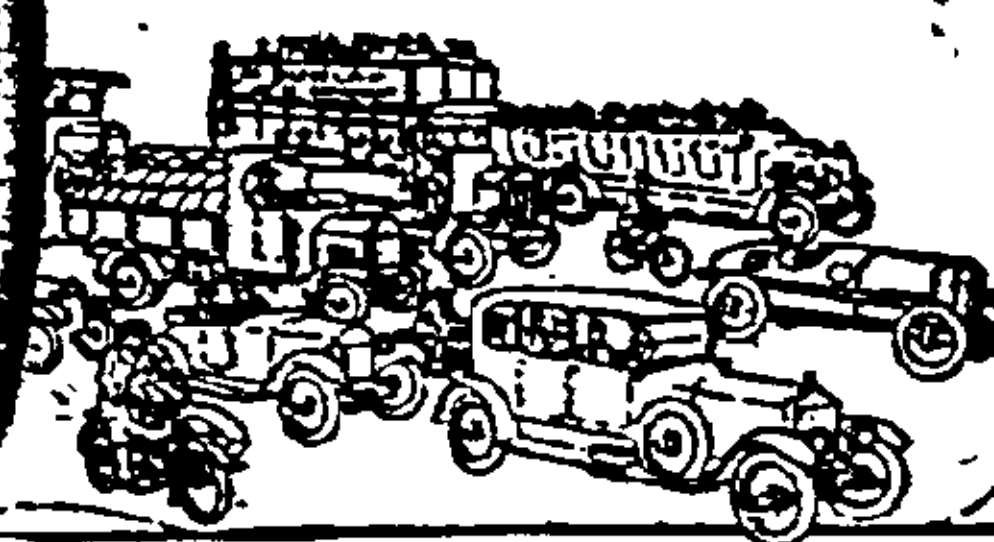
for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. **Watch Them.** Fit a Dunlop Cord next time. Note how much longer it lasts than other tyres. The test of its merit is on your car, not in our argument.



BE FREE OF ALL TYRE TROUBLES
DURING 1924.

*fit Dunlop
and be satisfied*



AS SUPPLIED TO
THE HONGKONG
GOVERNMENT.

Obtainable in all sizes from stocks carried by The Hongkong and Kowloon Tyres Co., Ltd., Kowloon, and J. Gibbs & Co. Alexandria Buildings C.104 (Sundays & Holidays C.433)

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Rubber Co., (China) Ltd.

Representatives throughout the World of the
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lence of this car. It has proved its excellence the world over.

GOOD VALUE FOR MONEY.

It would be invidious to say that I have exhausted the life of worth while cars. I have made no attempt to do so, but have written of my impressions in a vagrant sort of way. Chandler and Cleveland, Maxwell, Jordan, the Durant line Star, Flint and Durant are all attractive. Indeed

it is safe to say that the purchaser of any car shown will receive good value for the money asked.

It is easy to see that the manufacturers realize that 1924 is going to be a highly competitive one. Every nerve has been strained to turn out attractive cars, workmanship has improved, comfort has been studied in every direction and I say, without the pos-

sibility of contradiction, that there is to-day no article of use offered for sale that gives as much actual value for the money spent as the automobiles I saw in the Bronx armory.

For a wonderfully organized show I would pay my compliments to Mr. Wiles for his faultless exhibition and for his graceful decorations which added to the dignity of the exhibition.

DODGE BROTHERS

TOURING CAR

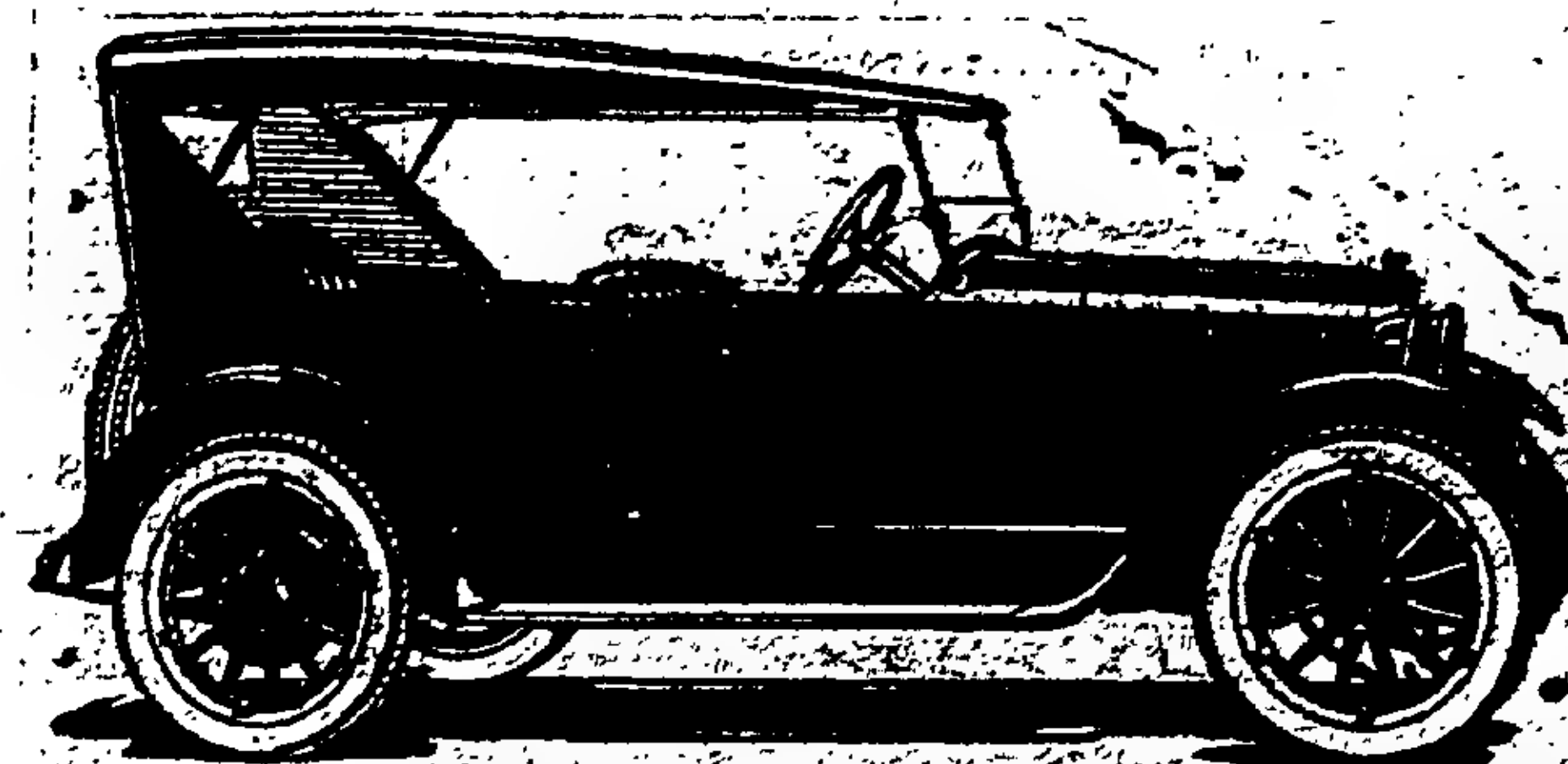
It is gratifying to take your seat at the wheel, conscious that the Touring Car will do your bidding faithfully the long day through.

It is that time tried dependability—so vital to the pleasure and economy of motoring—which, more than any single factor, has endeared Dodge Brothers Touring Car to so many hundreds of thousands of owners.

One-eighth of the total weight of the car consists of chrome vanadium steel. Many more pieces of steel are used in vital parts than normal wear requires.

The price of the Standard Model 5-passenger Touring Car, complete with Magneto and with five Cord Tyres is \$2400.

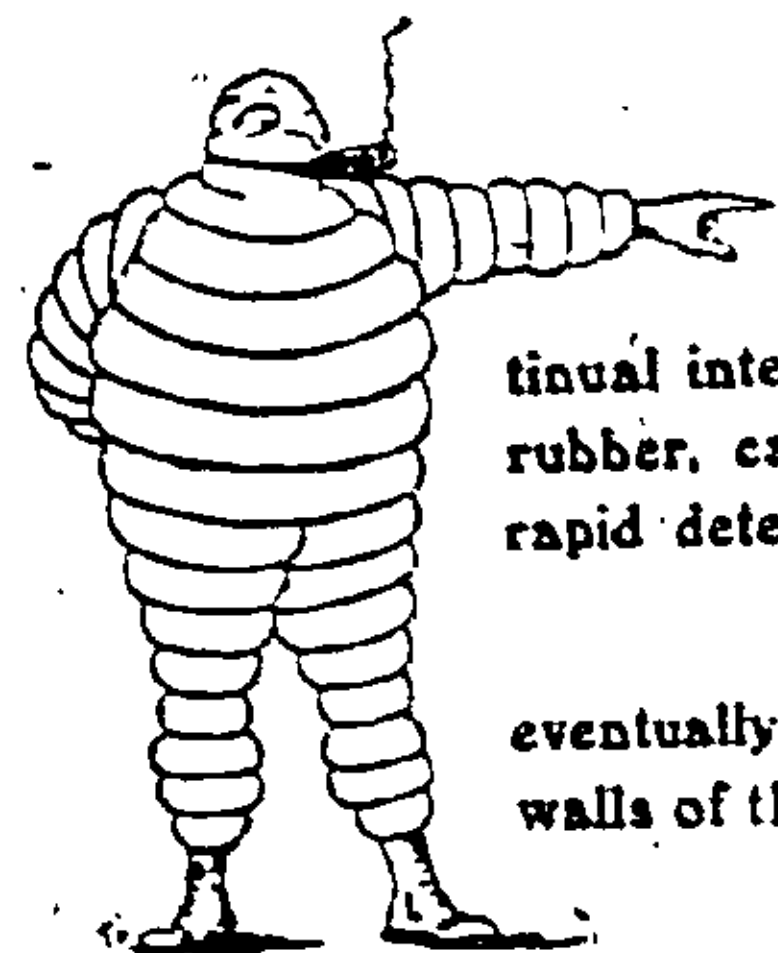
COME AND SEE IT.



The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office and Show Room
Wong Nei Chung Road (Happy Valley). Telephone Central 3950

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:—

The Earl of Haddington M.C.
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The Earl Fitzwilliam, K.C.V.O.
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Col. Sir Edward Ward, Bart., G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Winterscale, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

Her Grace the Duchess of Malborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

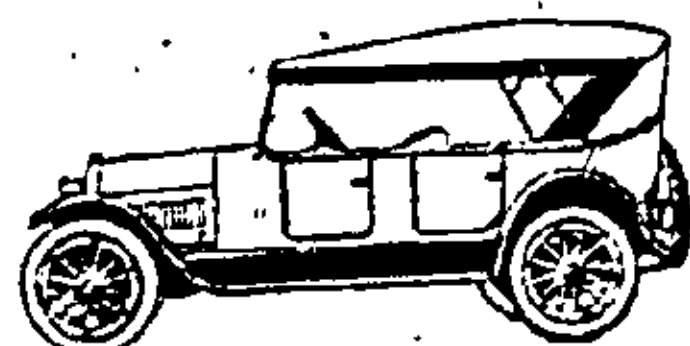
DE SOUSA & CO., LTD.

Sole Agents for South China.

2nd. Floor, St. George's Building.

Tel. No. Central 1264.

Oldsmobile



The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

CARROLL & CO.

Telephone Central 2491.

Distributors.

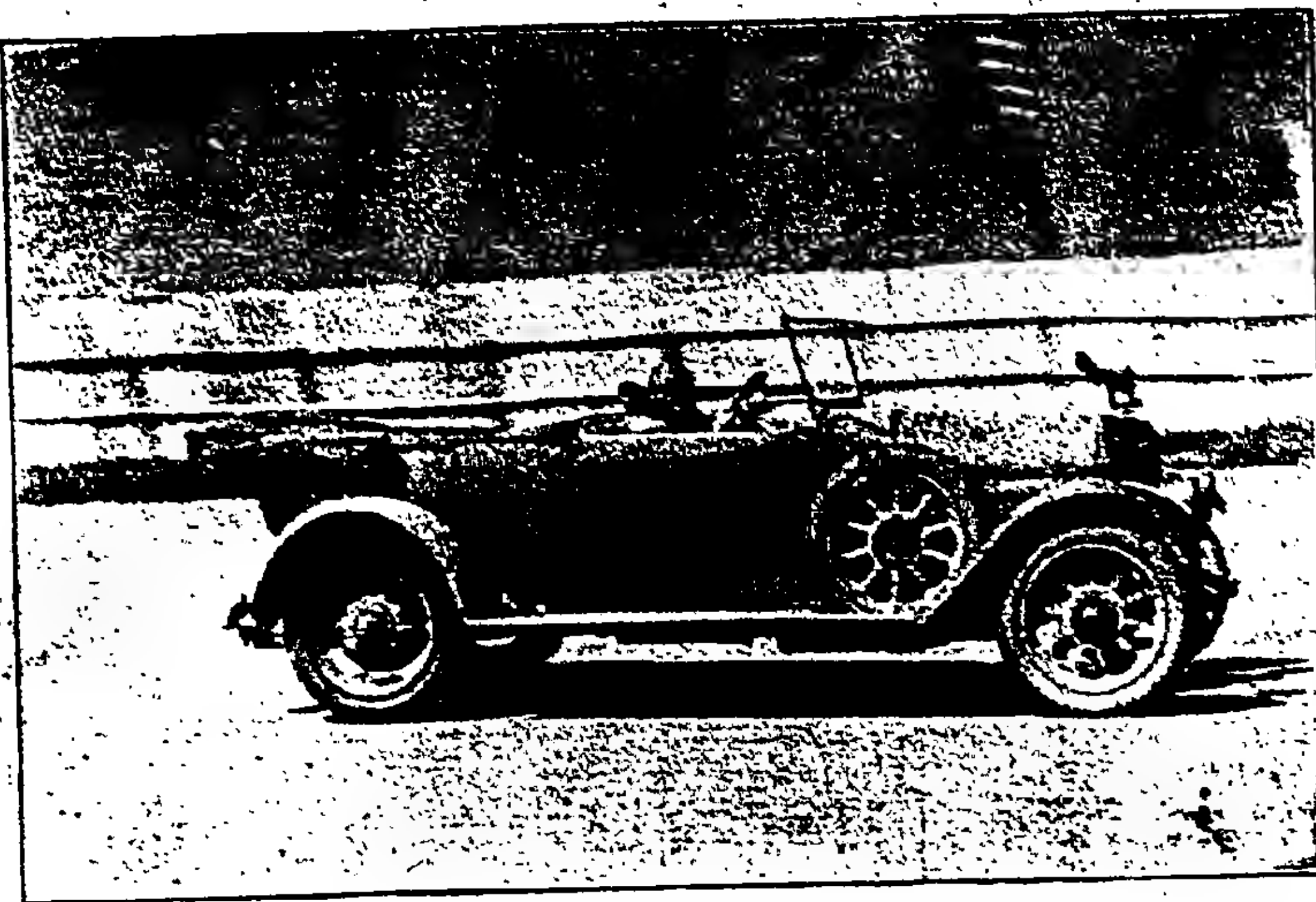
Cars Run By Charcoal Gas.

Gas generated from charcoal is being used instead of gas generated from benzene on Berlin motorbuses. Experiments conducted for a year with charcoal burners, have shown them economical.

EFFORT IS REDUCED.

Simplified control is one of the main objects toward which automotive engineers work. The first automobile types contained a great many levers of various types for governing the different units of the car. In 1895 it was hailed as a remarkable achievement when a gasoline buggy appeared so constructed that it could be sent forward and reverse, and change speeds, all with the same lever. The transmission simplification was just the beginning and each year now sees the development of features that relieve the owner of labour in connection with his car.

CROSSLEY CAR'S WONDERFUL FEAT.



This picture shows a Crossley car doing a speed test on Brooklands track after having run 25,000 miles on the road under official R.A.C. observation. On completion of the road tour, the car went on to the Brooklands track without any alterations or adjustments being made to the carburettor or other parts and attained a speed of over 59 miles an hour.

WHAT ADVERTISING DOES.

How Press Aids Motor Industry.

Advertising on a large scale and the news sense which is responsible for newspaper reaching forth long arms and grasping all the items of interest in the country are credited with having advanced the automobile industry to a degree which it is almost impossible to estimate.

This announcement was made recently by Mr. W. R. Tracy, assistant sales manager of the Oakland Motorcar Company.

"Few of us realize," remarked Mr. Tracy, "the tremendous influence of the press—the newspapers and the magazines of every description in the rapid dissemination of a new idea.

"Without the press the motorcar would never have attained

its present size in the time it has—less than a quarter of a century—even while taking into consideration the fact that it fills a decided need throughout the world—that of personal transportation."

"If we hark back to two other notable inventions, the steam locomotive and the steamboat, the first mainly responsible for the conquering of a continent and the second making possible the utilization of our great lakes and rivers for commercial purposes, we find that each of these inventions took the greater part of a century to become practical realities."

KNOWN BY WORD OF MOUTH. These inventions were brought about in the days before the universal press, as we now understand that term. The ideas behind the inventions were largely passed on by word of mouth.

"When the motorcar made its advent, the public press had reached a high state of efficiency. A new idea or a bit of news or

igniting in New York was broadcast in San Francisco the very same day before the sun had set. The time had also arrived when the value of advertising was beginning to be understood."

A few large companies had built up sales of national scope through their shrewdness in first understanding the value of national advertising as an important factor in getting an early hold on the national market.

The automotive industry as an industry grasped the opportunity of advertising very quickly and had the courage to stick to it as few other great industries of the day.

On the other hand, the daily and weekly press, the trade and general magazines aided and abetted the natural growth of the industry in a fine constructive manner, through educational articles and news stories featuring the manifold benefits the motorcar was bringing to humanity.

SATISFYING RESULTS. As a result, today probably

FORD'S ENTERPRISE.

Company Makes Own Glass.

Glass is now being made at the Ford Motor Company's plant at River Rouge and brings the company one step further in its programme to control the manufacture of practically everything entering into its products.

With the new factory in operation the third and largest glass producing unit of the company comes into being and the Ford method of making glass, which is a marvel to experts and which establishes an epoch in the industry, attains to higher and more efficient standards.

The company's glass plant at Glassboro, Pa., has an annual output of 7,000,000 square feet while the smaller plant at Highland Park, started about four years ago as an experiment and where the Ford method of glass making was developed, daily produces 9,500 square feet of glass.

And all this great production is necessary to meet the manufacturing requirements of the company which at present call for more than 20,500,000 square feet of glass a year, due to the increased production of Ford Cars and the constantly growing demand for enclosed types.

no other mechanism is so generally and thoroughly understood as the motorcar. In smoking car, in clubroom, in dining room and street car men discuss the various mechanical features of various makes of cars with an intelligence and accuracy that is surprising even to technical engineering men.

"It was a boon to the motorcar to have been originated in an age when remarkable facilities for spreading ideas to the four corners of the earth had reached a high state of perfection. Otherwise, the industry would still be in its infancy, and instead of the more than 4,000,000 cars produced during the last year, prophets of broad vision would have been predicting that such a number would be produced in one year within the next quarter of a century."

"And probably smiles of doubt would greet their utterances as the vague outpourings of futile dreamers."

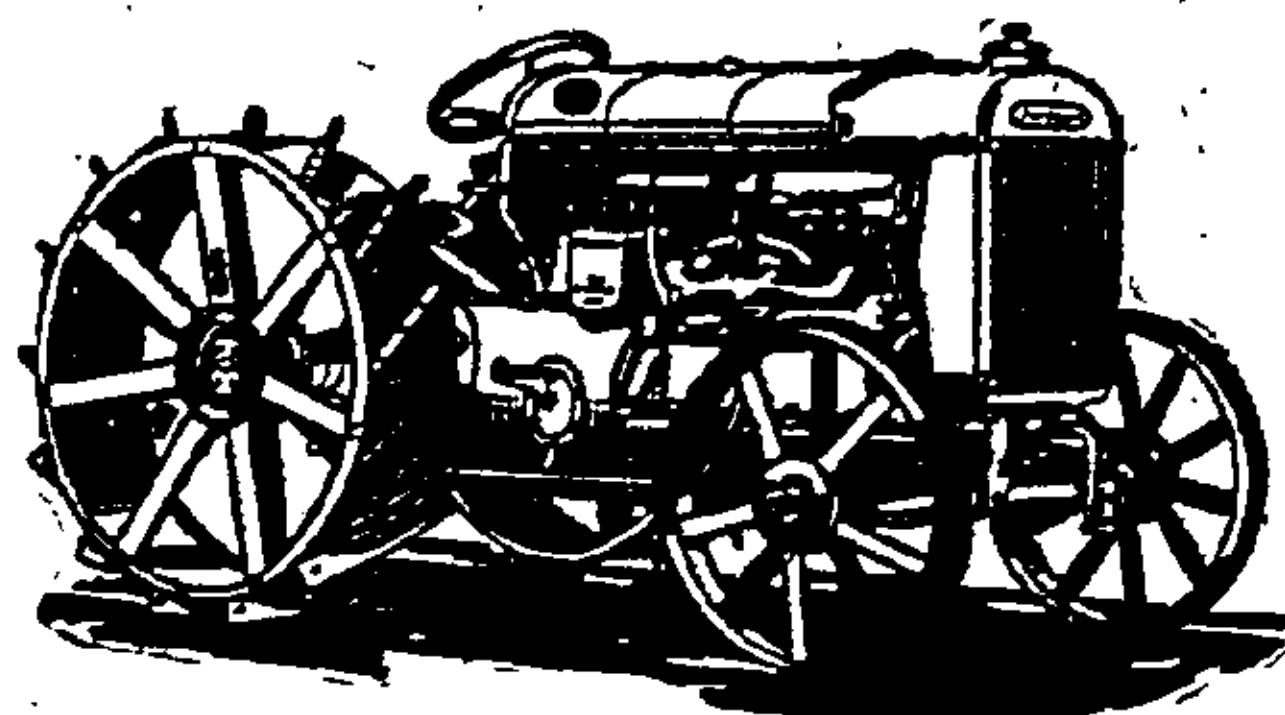
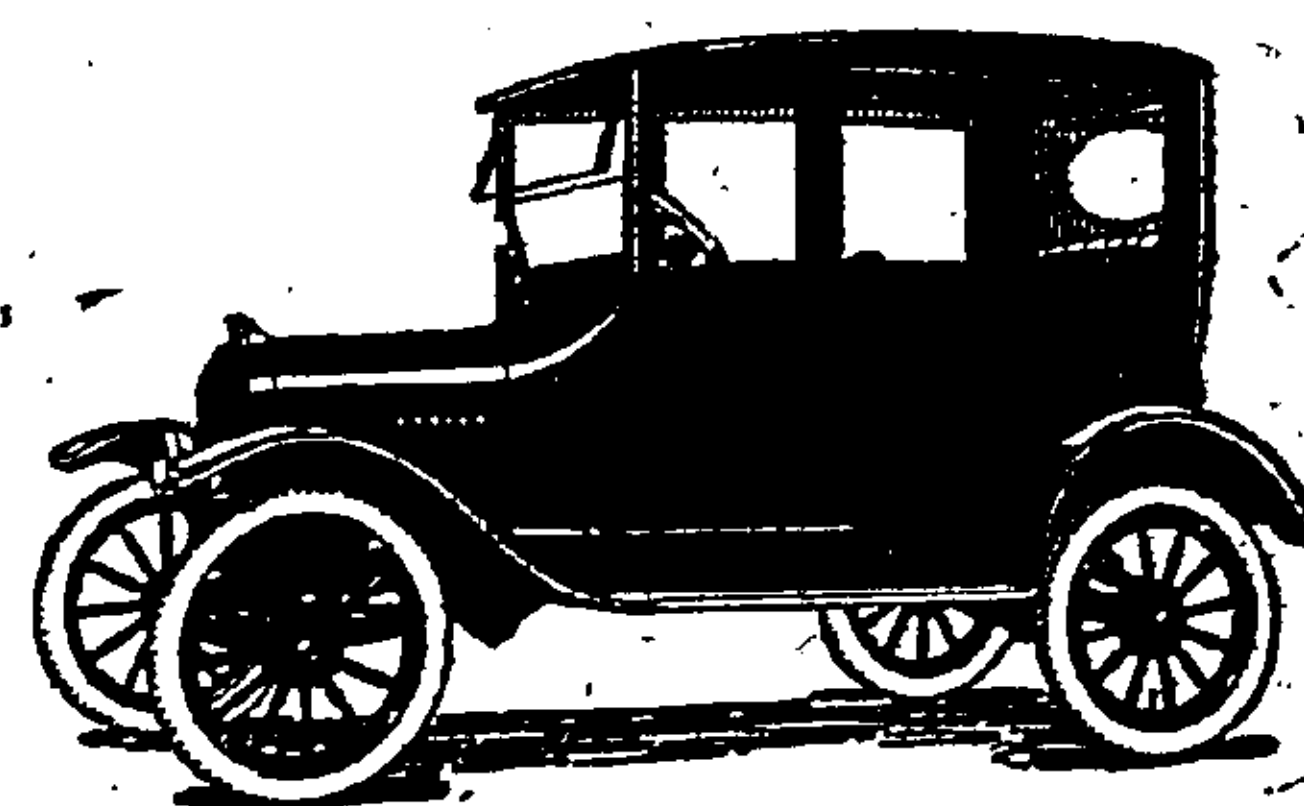
Lincoln Ford Fordson

CARS-TRUCKS-TRACTORS

Ford 4 Door Sedan
ready for immediate
deliver

Price - - - - \$1,900

H.K. dollars.



Tractors now in stock.
Come see them at the
Kowloon Tong Development Co. Property.

30 Fords due To-day
on S.S. "City Durban."

30 more due on S.S. "Kosmo."

Place your Orders for Ford Products with

ANDREW HARPER,

AUTHORIZED FORD DEALER.

No. 2, QUEEN'S ROAD, CENTRAL, HONGKONG.

CRICKET NOTES

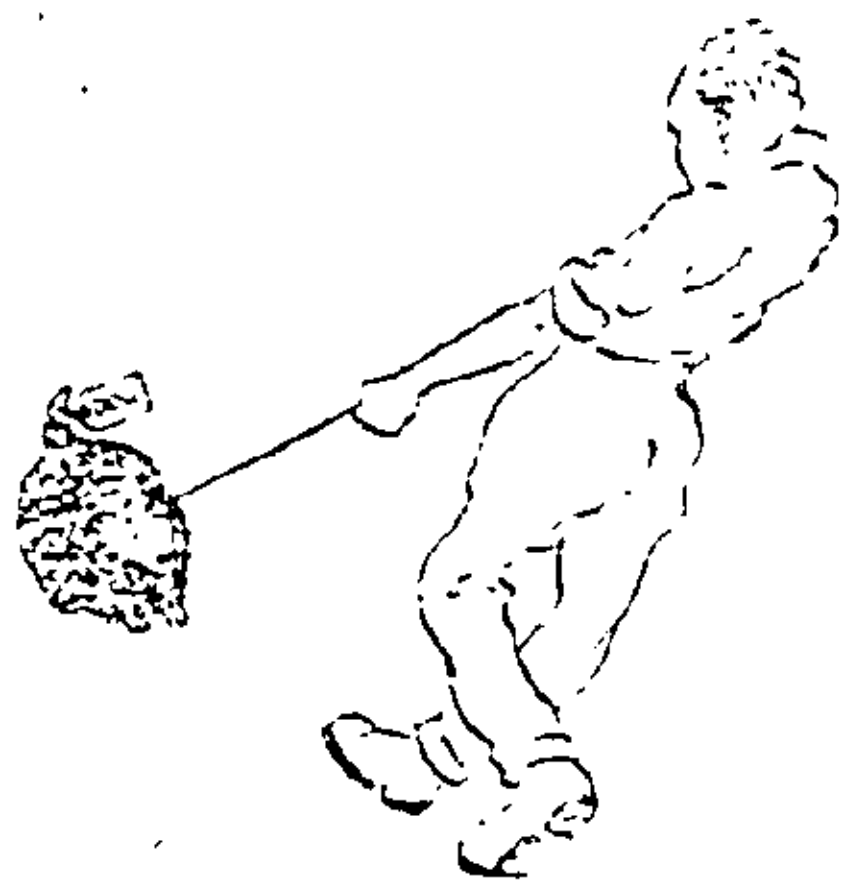
BY
THE "ARMCHAIR"
CRITIC

After many weary weeks of waiting, we were at last rewarded by some fine and sunny weather, and last Saturday afternoon was a very busy one for most of the Colony's cricketers. Judging from both the individual and team scores it would appear that the rain has considerably rusted many of the players; consequently remarkable things happened.

Civil Service took first place, with their first four wickets falling for no runs! To dismiss Sayer, Sutherland, Holdman and Baker for "nowt" is no mean achievement and is undoubtedly a feather in the cap of Balhatchet, who was mainly responsible for this rout. Balhatchet is, at times, a really good bowler. Unfortunately, he suffers from an occasional and inexplicable loss of form, which detracts considerably from his general standard as a bowler. Possibly these slumps in the Balhatchet stock coincide with those batting feats he sometimes accomplishes. No man can serve two masters.

Credit must be given to "Sonny" Wood for a gallant and prize-worthy knock, and to Ling for some excellent bowling, all of which was unavailing.

Second place is given to the Club for a very patchy performance. Ten of our leading cricketers had a very thin time, katering 54 between them. The match served to demonstrate once again what a great old "back-to-the-wall"er.



"LEADING CRICKETERS"

Tam is, incidentally, the enterprise of the C.R.C. batmen is clearly shown by an examination of the bowling analysis: 23 overs, 11 maidens, 35 runs, 1.63 (incl. inf.) runs per over. Splendid!

LAWN TENNIS.

YESTERDAY'S MATCHES.

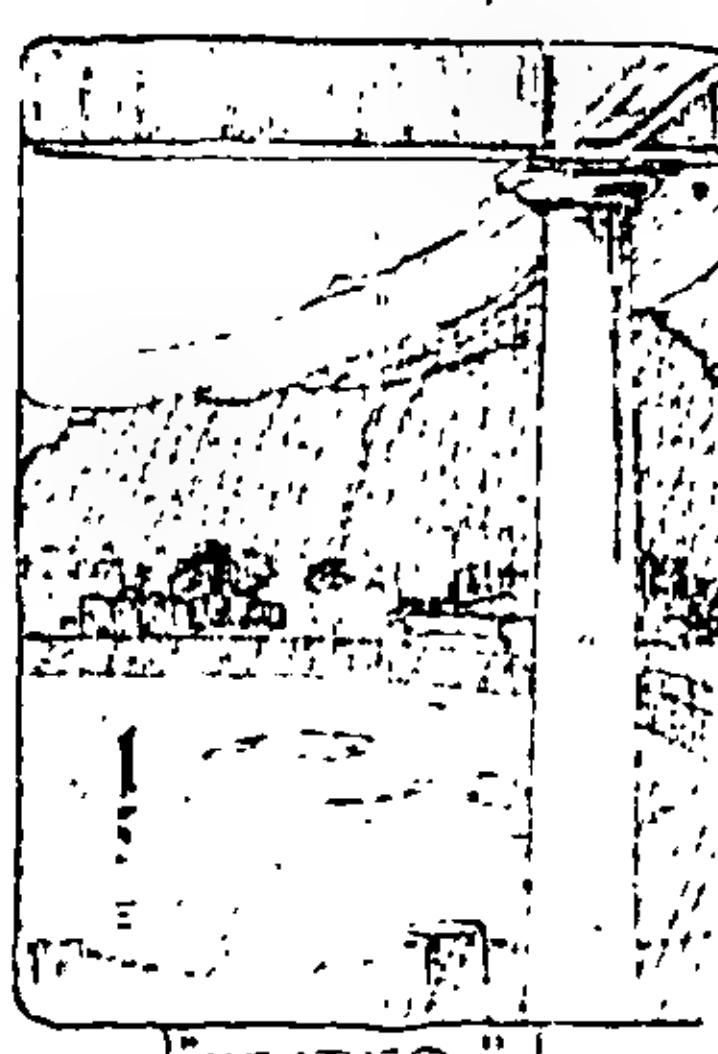
Chief interest centred in the Open Doubles match yesterday between O. and H. D. Rumljahn. Last year's runners-up, who had to retire owing to the illness of the latter, and Com. Grace and A. B. Raworth, the former pair winning by 6-1, 6-1, 6-1. The Rumljahns played consistent and steady tennis and were capable of returning most of the difficult shots from their opponents. They are expected to do well in the present tournament.

Hung Huai-chang and Hung Hui-chan, a couple from the University, entered for the first time in the Championship and were unfortunate enough to have been drawn against such experienced players as Worthington and Redmond, to whom they lost 6-0, 6-0, 6-3.

In the Singles, Kwok Po-kun met F. Wheeler. Po-kun's favourite stroke is a forehand chop that goes short and is well placed. He was steady throughout game and never seemed to be at a loss what to do. Perhaps if he had been a little more enterprising he could have won easier. Wheeler played a careful game, too, and placed well into the corners of the court, following up by overhead work at the net which won for him many points. His drives were a trifle too slow for Po-kun, who returned them with much tact. The first set went to Po-kun 7-5 after some even play, as did the second set 6-1. The third set was the best. Po-kun led on the first two games by means of steady play. Wheeler equalised, however. The latter had the lead at 5-4 and it appeared that he would

Had an opportunity of critically inspecting Kowloon on Saturday, and while I do not think that their cricket is up to the standard of former years, nevertheless I found them a stout lot of lads, valiantly maintaining their old reputation for hospitality and good cheer. That hearty old pillar of the verandah, "Robbie," is still to be seen checking the old and chivvying the new and juggling with pink chits regardless of expense. May he be immune from writer's cramp for many years to come.

Kowloon are fortunate in having for their ground one of the most delightful little spots in the Colony, and I doubt very much whether, when the much-talked-of move materialises, they will improve on their present position. The turf, too, is excellent and plays extremely well, considering the treatment it gets from our alleged "climate." On Saturday I did not see a ball get really up, despite the fact that there was some pretty erratic stuff flying about. Except, of course, from the hands of Fletcher, whose masterly control of maiden overs is a striking example of the triumph of mind over matter.



A man told me darkly and confidentially, the other day, that he had learned more about batting this season than during all his previous years. Plied my finger on the root of the matter immediately by murmuring "footwork." He agreed, and subsequent discussion revealed the fact that, after many years of misguided endeavour, it is only now that he realises the absolute importance of getting the foot close to the ball when it pitches. I quote his case to suggest a remedy to many of you who are pathetically trudging down blind alleys.

COLONY'S FINANCES.

SLIGHT SHRINKAGE IN BALANCE.

Returns published in the Gazette show that the Colony's balance at the end of November was \$16,797,071, against \$16,820,834 at the end of October.

The total revenue for the year was \$22,456,088, compared with \$21,335,532 for the corresponding period last year. The expenditure was \$18,317,659 as against \$16,052,309 last year.

The auction sale of New Kowloon Inland Lots 520 has been postponed until further notice.

NATURE NEVER COMPLAINS

Without reason. Bilious attacks, sick headaches, flatulence, coated tongue, ill-smelling breath are Nature's way of complaining that your liver is out of order or the intestinal tract congested.

To set the liver right and to dispel constipation and its distressing ill-effects Pinkettes are perfection. Try them to-night, you'll be better in the morning. Chemists sell Pinkettes, also post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

win the set, but he fell off and Po-kun won the next three games and the set 7-5. Score: 7-5, 6-1, 7-5.

SURREYS NEW COLONEL.

A Distinguished Record.

Lieutenant-Colonel F. S. Montagu-Bates, C.B., C.M.G., D.S.O., East Surrey Regiment, just posted to the 1st Battalion in Hongkong, from command of the Depot Companies, Kingston, was commissioned in the regiment from a trooper in Lumsden's Corps in August, 1900, after five months in the ranks. His services in that campaign embraced the operations in Orange Free State and the Transvaal (Queen's Medal with four clasps). After the war he served with the South African Constabulary, 1902-06, was employed with the Canadian Forces, 1909-12, and was adjutant of the 6th Territorial Battalion of the East Surreys when the Great War opened. At the front, in succession he was adjutant of the 2nd West Surreys and adjutant of the 2nd Royal Warwick, commanded the 2nd East Surreys, commanded the 12th Cheshires, and subsequently commanded brigades in the Egyptian Expedition and the Salonika Force. His services extended over France, Belgium, Egypt, Greece, Macedonia, European Turkey, Bulgaria, Serbia, Islands of the Aegean Sea, Russia, etc. He was mentioned six times in despatches, promoted brevet lieutenant-colonel, and received the following decorations:—1914 star, with clasp, C.B., C.M.G., D.S.O., British War Medal, British Victory Medal, Legion of Honour, French War Cross, and Order of the Redeemer.

NEW FLAGS.

Puzzlers for the Mariner.

There are scores of new flags in the world since the divisions prescribed by the various peace treaties have taken place. It would puzzle all but one in every ten thousand to describe the national flags of Lebanon and Lithuania, of the Kingdom of the Serbs, Croats, and Slovenes or of Western Samoa. A new flag that has recently been added to the Flag Book used by the King's ships, however, is British. We knew some time ago that the Ministry of Transport had developed its own flag (presumably for use on the Grand Junction Canal, but now the Fishery Board for Scotland has butted in and the unhappy officer of the watch in future will have to remember the proper salute to order when he sees a flag with a blue-grounded badge bearing yellow thistles and the letters F.B. in white.

The national flag of Tibet takes a bit of memorising. The middle of the flag contains a gold sun rising above a white mountain; on the mountain there are two lions in white, green and red and between the lions a jewel and a flaming gem. We do not quite know the difference between these, but that is the official description. Any space left over in the flag is filled with alternate triangles of red and blue. After that, the national flag of Cambodia is simplicity itself. It is a red rectangular flag, with a blue border, and in the centre of the red field a white pagoda. An unusual colour for a flag is found in the new Belgian Royal Standard, which is purple, with a gold shield in the centre surmounted by a crown. Next to this the palm for originality probably goes to Trengganu, one of the Federated Malay States, whose national flag is plain black with a white band next the staff and no ornamentation of any sort. All the other nations are content to ring the changes on red, white, blue, yellow and black.—Ex.

THE CRYSTAL PALACE.

Sir David Burnett gave the Crystal Palace Trustees some big figures in addressing them at their annual meeting. During the three years and seven months the Palace had been reopened to the public the trustees had paid to the Government over £50,000 in entertainment tax, and had spent a sum running into six figures in restoring the Palace, quite apart from the heavy cost of the grounds and orinary running establishment, charges, and £24,500 in advertising. In spite of this tremendous expenditure they finished with no less a sum than £83,000 on December 31.

THE DAIRY FARM.

JUST ARRIVED!

EX. S.S. EMPRESS OF ASIA

CANADIAN SALMON



CANADIAN CHICKEN HALIBUT.

80 cents per lb.

The Dairy Farm Ice & Cold Storage Co., Ltd.

A YAUMATI ROBBERY. 2,000 MILES IN YAWL.

INDIAN AND WIFE BOUND AND GAGGED.

At the Supreme Court yesterday, before Mr. Justice Gompertz, two Chinese, Lai Ping and Cheung Chui-kee, were charged with robbery by two or more at Yaumati, on Dec. 13th, of a watch and money, two pairs of bangles, some gold buttons and clothing.

Mr. H. K. Holmes, Crown Solicitor, prosecuted and Mr. Campbell Prosser defended the second prisoner. Both pleaded not guilty.

Mr. Holmes, in opening, said that at one o'clock, in broad daylight on December 13th, three men entered the ground floor of No. 1 Parke Street, Yaumati. Two of them were armed with revolvers and the third with a dagger. The ground floor was occupied by an Indian motor driver named Mohammed Yusuf and his wife. The men tied these two people up and gagged them, and having got the keys from the wife ransacked the place and took away the articles mentioned in the charge. They were in the house upwards of half an hour and then made their escape. After a time the woman was able to free herself and, having freed her husband, they reported what had occurred to the police at Yaumati. The first prisoner was arrested in a brothel in Wosung street on Dec. 26th, and at an identification parade on Dec. 26th, the man Yusuf identified him, and his wife said he was like one of the robbers. When charged he said, "Some time ago when the water supply was restricted I had been in trouble with the Indians and they have had a grudge against me."

The second prisoner was not arrested until Feb. 3rd. That was at Yaumati. At that time he was wearing a green hat. At an identification parade held the next day Yusuf's wife identified him as one of the robbers, but Yusuf did not. He only said that one of the robbers was wearing a green hat. When charged the second prisoner said, "I have nothing to say, begging my Lord to forgive me and exonerate my crime so that I may again become a good man."

Yusuf and his wife were called and bore out this statement. Cross-examined, Yusuf said there was an amah in the house at the time and she was also bound and gagged. She would not give evidence however because she was frightened.

The first prisoner made a statement from the dock in which he told of a quarrel he had with Yusuf.

The second prisoner on oath said that from October last year till Feb. 3rd, when he was arrested, he was employed at a shop in Square Street. He knew nothing of his fellow prisoner nor of the robbery.

Evidence to prove an alibi was called by the defence, and the jury returned a verdict of "not guilty" in the case of both prisoners, and they were discharged.

Island Ruled by Ex-Cabin Boy.

Three adventurous travellers have arrived in Auckland after completing a 2,000 mile voyage in a 30-ft. yawl, through a little-known part of the Pacific Ocean.

They are Mr. R. A. Sampson of the United States; Mr. E. J. Spies, of Tahiti; and Mr. R. D. Frisbie, of Mexico.

The three companions set out from Tahiti in their tiny craft for Fiji. By common accord there was no captain, all hands sharing equally the responsibilities of navigation.

On the voyage they called at the remote island of Manihiki, north of the Society Islands. This lonely spot in the Pacific (says the *New Zealand Herald*) had not been visited by white men for 12 years, so the islanders informed them. Manihiki is inhabited by about 400 natives, ruled by a half caste, who was at one time a cabin boy with the notorious Bully Hayes. He was known to the natives as "Governor" Williams.

A solitary white man was discovered on the island on which he had been for 36 years, perfectly content with his lot. He had long been disgusted with civilisation, he told the visitors, and had no desire to go back to old associations. His name was Frank Gelling, and he was born in New Zealand.

During the two weeks the three men remained on the island the natives went on holiday. All work was suspended, and every effort directed to making the visit memorable.

Feasts and dances were the order of the day, while countless presents in the form of baskets, mats, fans, chickens, eggs, and coconuts were lavished upon the visitors.

THEY ALSO SERVED.

Memorial to 832 Lascars.

Calcutta, Feb. 6.—In opening the Lascar Memorial this evening, Lord Lytton paid a high tribute to the loyal and devoted service of lascars during the war. His Excellency said Bengal's contribution to the manning of ships was remarkable. Not only did she man her own ships in Calcutta and Chittagong, but sent crews to Egypt, Natal, Great Britain and Cape Colony. In addition she sent 6,000 lascars to Rangoon, 7,000 to Colombo, and 14,700 to Bombay. In other words Bengal supplied complete crews for over 300 ships which sailed from those three ports during the war in addition to those which sailed from Calcutta and Chittagong. Not a single lascar refused to serve for fear of enemy action. The monument perpetuated the memory of 832 lascars from Bengal and Sylhet who laid down their lives in the service of the Empire. Of these 33 died while on a voyage to Archangel, the most northern port of Russia.

Powell

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SOMETHING
NEW IN
SHIRTS.

We are continually receiving
New Shipments in
GENTLEMEN'S HIGH-CLASS,
SHIRTS for DAY or EVENING
WEAR.

Latest styles in White, Guaranteed Fast Colours in stripes and checks now showing—with collars to match.



"AERTEX"

We have just unpacked the new seasons stock of the well known "Aertex" Cellular:—

SHIRTS, for Day or Sports Wear
UNDERWEAR, Vests and Drawers
PYJAMAS, Medium Weight

You should wear Aertex Cellular as it is the most comfortable as well as the healthiest fabric on the market.

Wm. POWELL, Ltd. Hongkong Hotel Building.

BRANDIES.

Legrand et Fils.

Courvoisier & Co.

Rouyer, Guillet & Co.

John Exshaw No. 1 & Very Fine Old Liqueur

F. O. V. Liqueur.

B. B. Pale Old Liqueur.

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DAI NIPPON BREWERY
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TOKYO JAPAN

Specially Brewed for Export

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Mitsui Bussan Kaisha, Ltd.
HONGKONG.

Now, is the winter of the Pipe Smoker's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

Skippers	...	...	...	\$1.20
Pinnacle Navy Cut	...	...	...	\$1.20
B.D.V. Mixture	...	...	...	\$1.30
Cordangan	...	...	...	\$1.50
Boardmans, Chairman Recorder, John Cotton, Barney, Parson's Pleasure, Punch Bowl, Army Mixture all to	...	...	...	\$1.50
Ardath	...	...	...	\$1.40
Vafiadis Egyptian Cigarettes reduced to non plus ultra	...	...	...	\$1.60
La France	...	...	...	\$1.40
Dames	...	...	...	\$1.40
Superfines	...	...	...	\$1.30

THE HONGKONG CIGAR STORE, LTD.
Alexandra Building.



JAEGER
Pure Wool

SOCKS

Plain Grey with assorted colour clox.
\$2.00 per pair. 6 for \$10.50
Fancy Heather mixture, Ribbed with coloured clox.
\$2.75 per pair. 6 for \$15.00
White "VIYELLA" SOCKS. Ribbed plain.
\$2.00 per pair. 6 for \$10.50

MACKINTOSH
& CO. LTD.

MEN'S WEAR SPECIALISTS.

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A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement-asbestos

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has conducted an interesting and conclusive series of tests on "ITALIT"

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Introducing: Part: Entrance of Czar; Lily and the Sun; Love Letters; You can always tell a Russian; Wonderful World; It's a most surprising thing. Part 2: I'm not a simple maid; Slowly the day is dying; Star of Fate; Finale. Act 3.
956 "CATHERINE" (Cont.) Overture; (Cont.) Entrance, Act 2; (Cont.) Quartette, A Most Surprising Thing. GAIETY THEATRE ORCHESTRA.
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MORISON PIANOS.

Specially built for this Climate,
Cash or easy payments.

TSANG FOOK PIANO CO.,

Telephone 2127.

94a, Wanchai Road.



Scene from the Quarry Bay A.D.C.'s production of "Anna." Mrs. Hargreaves (Miss Hansen) urges her shy novelist son (Mr. W. Robertson) to propose over the telephone.



Left to right—Lieut. Armstrong (Surrey), G. R. More and A. Mair, who finished first, second and third respectively in the Kowloon Marathon Race.



Group taken at the wedding of Mr. John Bartholomew and Miss Dorothy Mary Logan. (Photo: Ming Yuen.)



Mr. John Bartholomew and his bride—Miss Dorothy Mary Logan (Photo: Ming Yuen.)



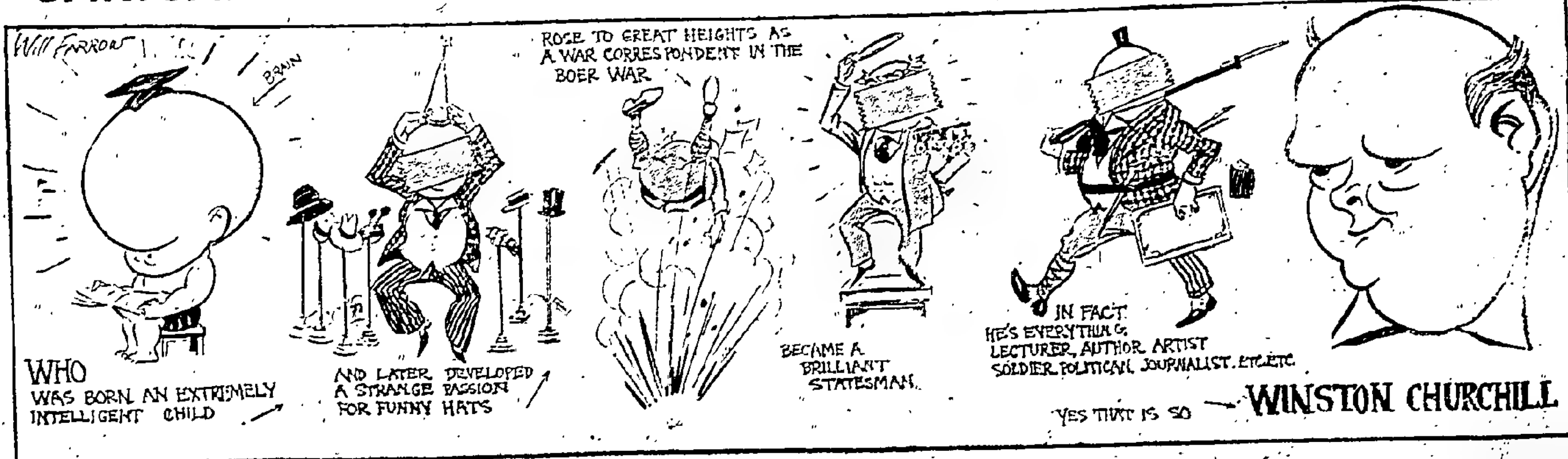
Queen's College masters and staff football teams. (Photo: Mee Cheung.)



Mrs. Bernard Hoff, of the American Lutheran Mission, who was recently captured by bandits near Tsaoyang.

CARICARTOONS

Specially drawn by Will Farrow.



SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessels Arrived.			
Vessel	Agents	From	Mooring.
Yunnan	B & S	Haikow	O 33
Wingang	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33
Yunnan	B & S	Shanghai	O 33

SHARE QUOTATIONS.

STOCK EXCHANGE			
BANKS.	SHARERS' ASSOCIATION		
H.K. S. Bank	1145	1150	1153
Chartered Bank	218	219	220
P. & O. Bank	218	219	220
Bank of India	218	219	220
Bank of China	218	219	220
Bank of Japan	218	219	220
Bank of Korea	218	219	220
Bank of Siam	218	219	220
Bank of Indochina	218	219	220
Bank of暹羅	218	219	220
Bank of安南	218	219	220
Bank of爪哇	218	219	220
Bank of馬來	218	219	220
Bank of荷屬東印度	218	219	220
Bank of南滿洲	218	219	220
Bank of北滿洲	218	219	220
Bank of蒙古	218	219	220
Bank of西藏	218	219	220
Bank of新疆	218	219	220
Bank of青海	218	219	220
Bank of四川	218	219	220
Bank of貴州	218	219	220
Bank of雲南	218	219	220
Bank of陝西	218	219	220
Bank of甘肅	218	219	220
Bank of寧夏	218	219	220
Bank of綏遠	218	219	220
Bank of察哈爾	218	219	220
Bank of熱河	218	219	220
Bank of遼寧	218	219	220
Bank of吉林	218	219	220
Bank of黑龍江	218	219	220
Bank of山東	218	219	220
Bank of河南	218	219	220
Bank of湖北	218	219	220
Bank of湖南	218	219	220
Bank of江西	218	219	220
Bank of安徽	218	219	220
Bank of浙江	218	219	220
Bank of福建	218	219	220
Bank of廣東	218	219	220
Bank of廣西	218	219	220
Bank of雲南	218	219	220
Bank of貴州	218	219	220
Bank of四川	218	219	220
Bank of陝西	218	219	220
Bank of甘肅	218	219	220
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Bank of綏遠	218	219	220
Bank of察哈爾	218	219	220
Bank of熱河	218	219	220
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Bank of黑龍江	218	219	220
Bank of山東	218	219	220
Bank of河南	218	219	220
Bank of湖北	218	219	220
Bank of湖南	218	219	220
Bank of江西	218	219	220
Bank of安徽	218	219	220
Bank of浙江	218	219	220
Bank of福建	218	219	220
Bank of廣東	218	219	220
Bank of廣西	218	219	220

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)			
RE-LENG.	20 d/s. San Francisco and New York	51	
T/T	100	100	
60 d/s.	100	100	
30 d/s.	100	100	
15 d/s.	100	100	
7 d/s.	100	100	
4 m/s.	100	100	
2 m/s.	100	100	
1 m/s.	100	100	
6 m/s.	100	100	
12 m/s.	100	100	
18 m/s.	100	100	
24 m/s.	100	100	
30 m/s.	100	100	
36 m/s.	100	100	
42 m/s.	100	100	
48 m/s.	100	100	
54 m/s.	100	100	
60 m/s.	100	100	
66 m/s.	100	100	
72 m/s.	100	100	
78 m/s.	100	100	
84 m/s.	100	100	
90 m/s.	100	100	
96 m/s.	100	100	
102 m/s.	100	100	
108 m/s.	100	100	
114 m/s.	100	100	
120 m/s.	100	100	
126 m/s.	100	100	
132 m/s.	100	100	
138 m/s.	100	100	
144 m/s.	100	100	
150 m/s.	100	100	
156 m/s.	100	100	
162 m/s.	100	100	
168 m/s.	100	100	
174 m/s.	100	100	
180 m/s.	100	100	
186 m/s.	100	100	
192 m/s.	100	100	
198 m/s.	100	100	
204 m/s.	100	100	
210 m/s.	100	100	
216 m/s.	100	100	
222 m/s.	100	100	
228 m/s.	100	100	
234 m/s.	100	100	
240 m/s.	100	100	
246 m/s.	100	100	
252 m/s.	100	100	
258 m/s.	100	100	
264 m/s.	100	100	
270 m/s.	100	100	
276 m/s.	100	100	
282 m/s.	100	100	
288 m/s.	100	100	
294 m/s.	100	100	
300 m/s.	100	100	

SUBSIDIARY COINS.

Hongkong 50 cent pieces			
10	10	10	10
5	5	5	5
2	2	2	2
1	1	1	1
1/2	1/2	1/2	1/2
1/4	1/4	1/4	1/4
1/8	1/8	1/8	1/8
1/16	1/16	1/16	1/16
1/32	1/32	1/32	1/32
1/64	1/64	1/64	1/64
1/128	1/128	1/128	1/128
1/256	1/256	1/256	1/256
1/512	1/512	1/512	1/512
1/1024	1/1024	1/1024	1/1024
1/2048	1/2048	1/2048	1/2048
1/4096	1/4096	1/4096	1/4096
1/8192	1/8192	1/8192	1/8192
1/16384	1/16384	1/16384	1/16384
1/32768	1/32768	1/32768	1/32768
1/65536	1/65536	1/65536	1/65536
1/131072	1/131072	1/131072	1/131072
1/262144	1/262144	1/262144	1/262144
1/524288	1/524288	1/524288	1/524288
1/1048576	1/1048576	1/1048576	1/1048576
1/2097152	1/2097152	1/2097152	1/2097152
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PACIFIC SHIPPING.



HOME VIA CANADA

From	To	Ship	Day	Time
HONGKONG	Yokohama	EMPEROR	11 Mar	11:00
Yokohama	Manila	EMPEROR	13 Mar	11:00
Manila	Colon	EMPEROR	15 Mar	11:00
Colon	San Francisco	EMPEROR	17 Mar	11:00
San Francisco	Seattle	EMPEROR	19 Mar	11:00
Seattle	Vancouver	EMPEROR	21 Mar	11:00
Vancouver	Portland	EMPEROR	23 Mar	11:00
Portland	Seattle	EMPEROR	25 Mar	11:00
Seattle	San Francisco	EMPEROR	27 Mar	11:00
San Francisco	Colon	EMPEROR	29 Mar	11:00
Colon	Manila	EMPEROR	31 Mar	11:00
Manila	Yokohama	EMPEROR	1 Apr	11:00
Yokohama	HONGKONG	EMPEROR	3 Apr	11:00

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg, & Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE.

Commencing with the arrival of the Empress of Russia, 24th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong, Friday Morning, leaving Hongkong Sunday Morning, 7 a.m.

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ACCOMMODATION ON THE "EMPRESS OF CANADA" IS AVAILABLE FOR PASSENGERS FROM THE ORIENT. THE STEAMER WILL SAIL ON THE FOLLOWING SCHEDULE:-

HONGKONG	Leave	18th April
SHANGHAI	Arrive	20th April
Yokohama	Leave	21st April
Kobe	Arrive	23rd April
Yokohama	Leave	30th April
HONOLULU	Arrive	1st May
HILO	Leave	6th May
Yokohama	Arrive	14th May
HONOLULU	Leave	15th May
HILO	Arrive	16th May
VANCOUVER	Leave	23rd May

Connections on the Atlantic will be made with "MONTROYAL" (formerly "Empress of Britain") 30th May to Liverpool and "EMPRESS OF SCOTLAND" 4th June to Southampton.

In connection with the "Empress of Canada" tours have been arranged to Peking and Japan, fares for which will be quoted on application. These tours are entirely optional and passengers may make the "Empress" their home while at Ports of call.

CANADIAN PACIFIC

Passenger Department: Telephone 732. Cable: "CANPAC."



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FREIGHT & PASSENGER SERVICE

STEAMER	Tons	SAILING DATE	DESTINATION
AACHEN	6,000	26th March	Manila, Singapore, Batavia, Colon, Port Said, Genoa, Rotterdam, Hamburg and Bremen
DERFFLINGER	6,150	11th April	
NIENBURG	12,000	2nd May	
COBLENZ	6,150	25th June	
PFALZ	7,120	15th July	
HOLSTEIN	5,000		

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"PRESIDENT GARFIELD"	Apr. 15th
"PRESIDENT POLK"	Apr. 29th
"PRESIDENT MONROE"	May 13th
"PRESIDENT HARRISON"	May 27th

FROM SAN FRANCISCO FOR HONOLULU, KOBE, SHANGHAI AND HONGKONG.

"PRESIDENT GARFIELD"	Mar. 15th
"PRESIDENT POLK"	Mar. 29th
"PRESIDENT MONROE"	Apr. 12th

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KOREA MARU (From Shanghai)	20,000 Apr. 8
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SIBERIA MARU	20,000 May 5

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S.S. KNIGHT TEMPLAR	via Suez Canal	21st Mar.
S.S. CITY OF BRISTOL	via Suez Canal	31st Mar.
S.S. ATREUS	via Suez Canal	11th Apr.

Passengers proceed via Suez Canal or Panama Canal at Owners' option.

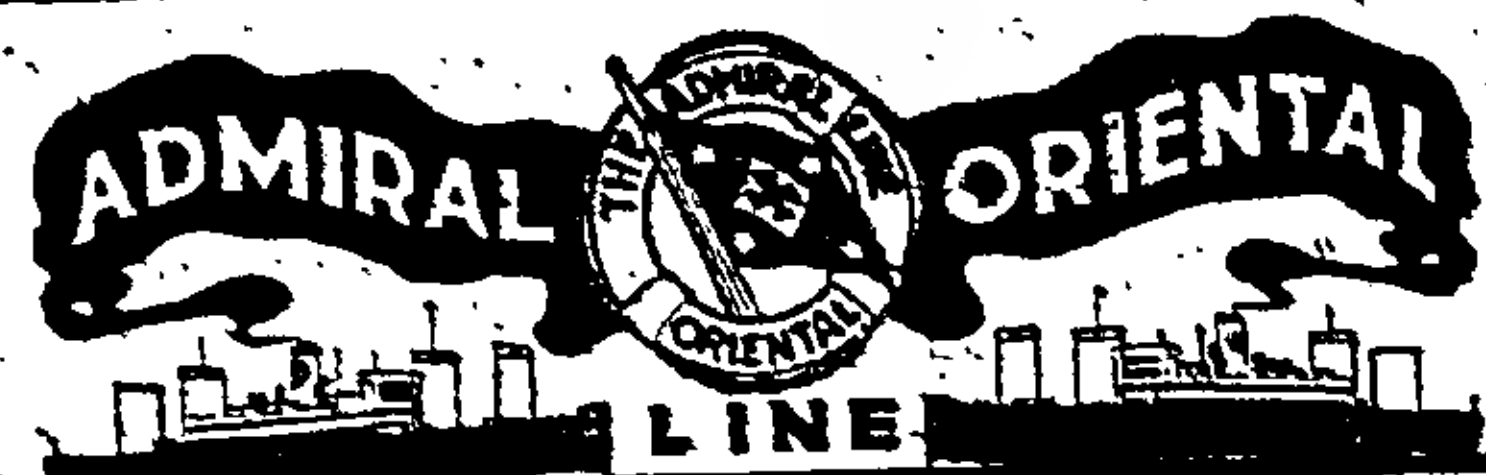
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"PRESIDENT MCKINLEY"	March, 29th
"PRESIDENT JACKSON"	Apr., 10th
"PRESIDENT JEFFERSON"	Apr., 22nd
"PRESIDENT GRANT"	May, 4th

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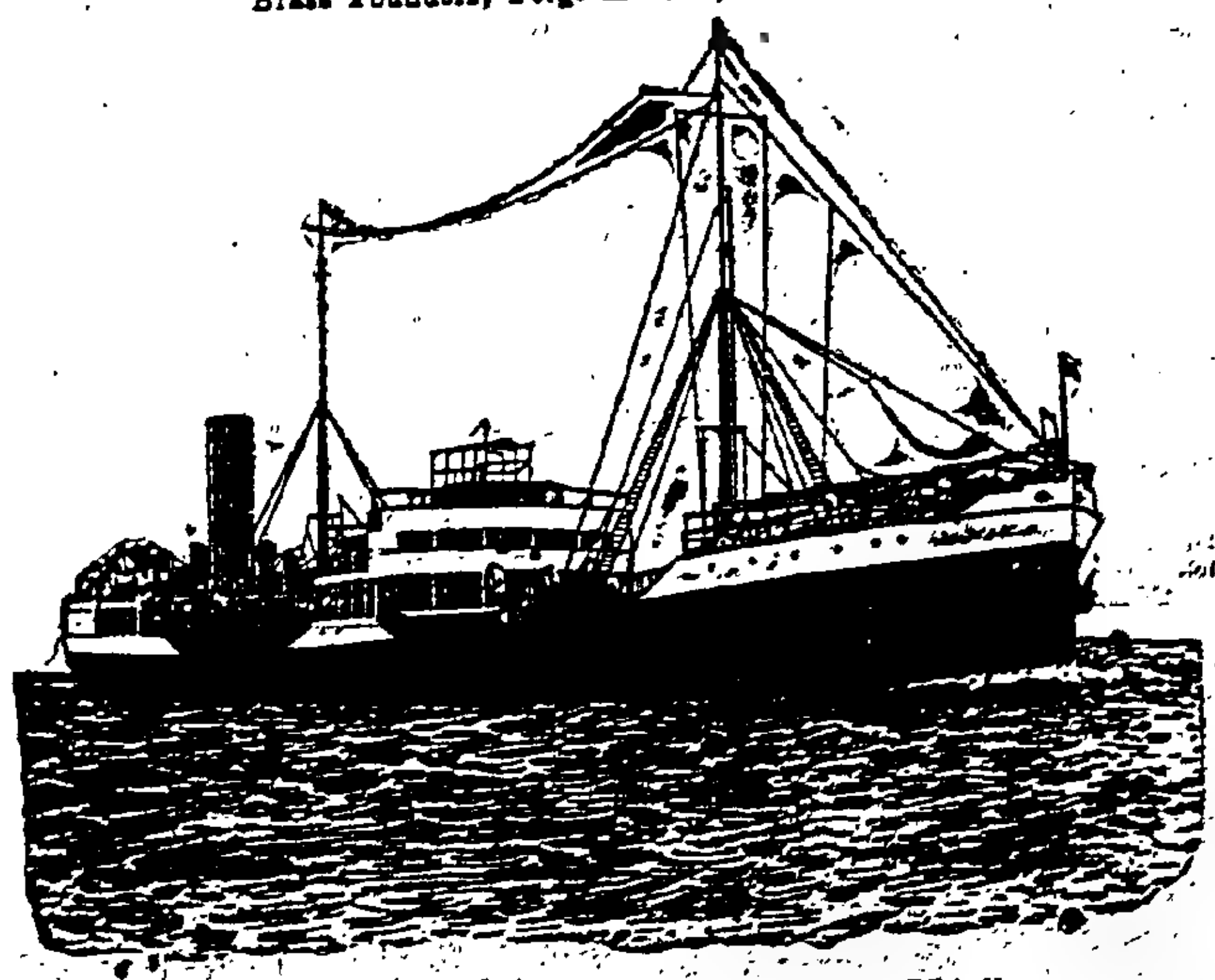
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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd. at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice, to the contrary be given before 2nd March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 18th inst. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by.

DODWELL & Co., Ltd., Agents. Hongkong 2nd. March 1924.

NOTICE TO CONSIGNEES.

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S.S. "Dr. PIERRE BENOTI"

Consignees of Cargo from Dunkirk, Antwerp, London &c. In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 7th instant at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 11th instant or they will not be recognized.

All damaged packages will be examined on Friday the 7th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong 2nd. March 1924.

RADIO NOTES AND NEWS.

Transatlantic Telephone Service Experiment.

At the end of 1923 there were only three broadcasting stations in operation in this country, of which the newly-formed British Broadcasting Company had not assumed full control, says a writer in the *Manchester Guardian Commercial*. The conditions under which receiving licences would be granted had been laid down by the Postmaster General, but owing to the limitations of the first scheme and the uncertainty of their position a large proportion of the public abstained from purchasing sets or taking out licences. This uncertainty reacted greatly to the detriment of the radio manufacturing industry.

During the year 1923 the British Broadcasting Company has taken over or replaced the three original stations, and built and equipped five more, thus completing the original scheme. These stations are so placed geographically as to be as close as possible to the most populated centres, at the same time giving the best service possible to the country as a whole. As a result of the year's working considerable experience as to so-called "blind spots" or "bad receiving localities" has been obtained, and it is now proposed to install a number of relay stations, each to serve a particular area of population otherwise poorly placed for broadcast reception. To render this possible the broadcast band of wave lengths has been widened and now extends from 300 to 500 metres. The first relay station was recently opened at Sheffield, and a second is to be opened soon at Plymouth.

Great strides have been made towards technical perfection in the transmissions from the various stations by improvements in studio layout, in microphone design and in control and monitoring circuits. In the matter of programmes noteworthy progress may be claimed, both as regards material and artists. Of great technical interest is the development of simultaneous broadcasting of the same programme from two or more stations by linking the control circuits through trunk telephone lines of the Post Office. Much pioneer work has had to be done by the engineers of the British Broadcasting Company to assure the success which has attended their efforts in this direction.

EFFECT ON RECEIVING SETS.

The development of the broadcasting service have naturally affected the design of broadcasting receiving sets. From the entertainment point of view the most satisfactory results are obtained from the nearest station or the station giving the greatest signal strength in the particular locality. In addition the introduction of simultaneous broadcasting has tended to make it less necessary for the receiving sets to be capable of selecting any required station. The reception of stations other than the local station is generally subject to interference from atmospheric, spark stations, oscillating receivers and periodic variations of strength, the latter effect being noticeable at ranges of 100 miles or more. Consequently the reception of more distant stations remains more of a manipulative achievement than a source of general entertainment.

Broadcast receivers are primarily designed for simplicity, and generally speaking two tuning adjustments only are arranged for. Close attention has been given to the general appearance of the sets, some of which are arranged in handsome cabinets and pieces of furniture. The most striking testimony to the popularity of broadcasting is shown in the increasing number of aerials of all descriptions and appearances throughout the whole country. The necessity for large aerials supported by masts is diminishing as a result of the experience obtained with small aerials or even internal aerials which have been found to give greater selectivity with sensitive valve receivers. The necessity for filament batteries and high tension batteries still remains a great drawback to the installation of a multi-valve receiver on account of the difficulties of changing in many households, though where electric power is available small charging sets both for alternating and direct currents may be installed.

In order to reduce discharge currents for any particular degree

of magnification, developments have been made by utilising valves to obtain the maximum magnification by the dual system, wherein a valve is used first as a high frequency magnifier and again as a low frequency magnifier. By utilising a crystal as a detector, a further economy in filament has been obtained in some valve sets. The introduction of dull emitter valves has been a great improvement from the battery point of view, as some of these require less than one-tenth of the heating current of the bright filament valves normally used. Although at present these dull emitters are rather expensive, the increased cost should be compensated for by an increased life of the valve under the dull conditions of working the filament.

USE OF LOUD SPEAKERS.

Loud speaker sets have now come into general use, and although the quality of speech and music still leaves much to be desired, good reproduction can be obtained if the volume of sound is kept down within reasonable limits.

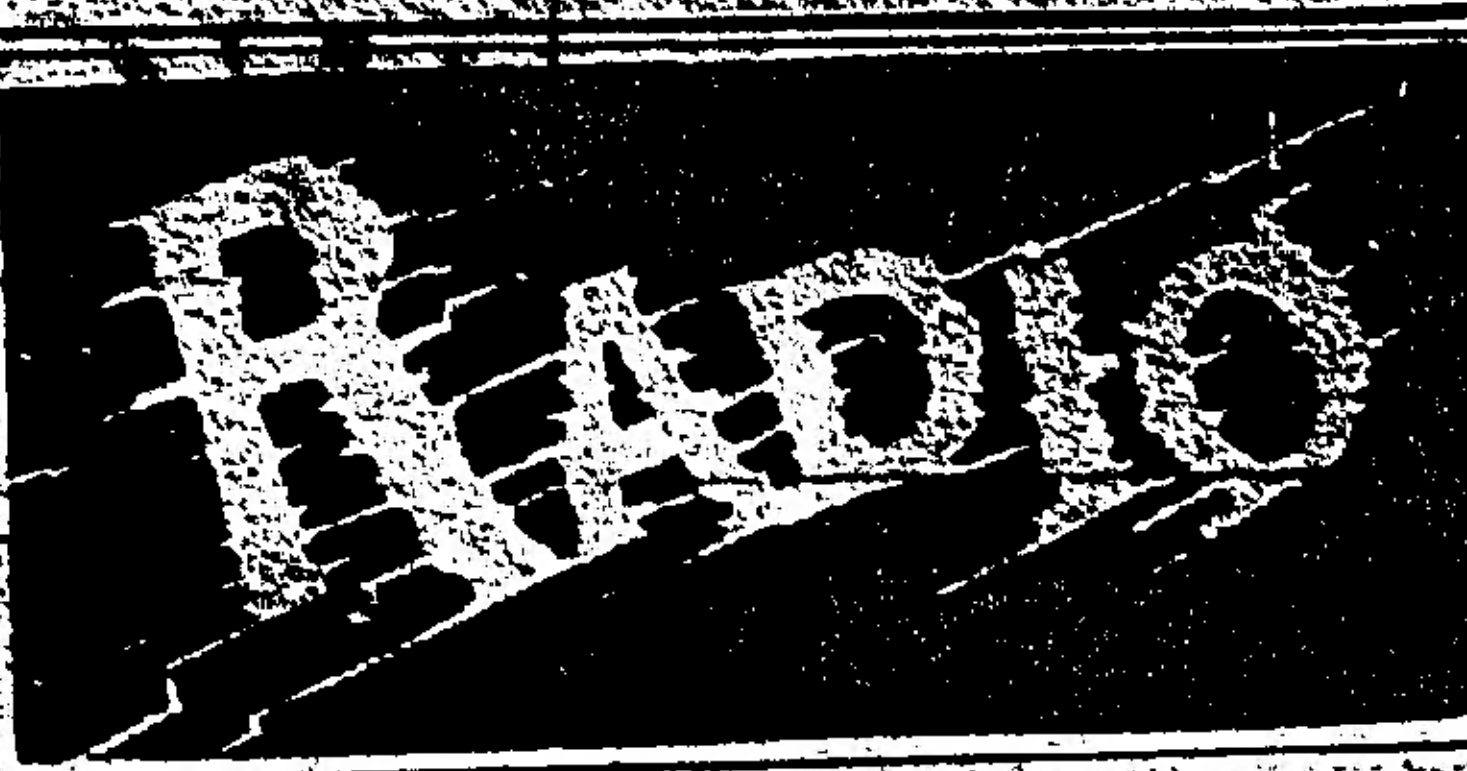
The wide use of wireless both for commercial and entertainment purposes has caused considerable interference on the limited wave lengths available. As the number of transmitting stations increases the difference in wave length between stations will become smaller, and consequently more selective apparatus must be used. In connection with the interference experienced on the broadcasting wave length band from ship and shore spark stations, this is at present unavoidable and must be reviewed from the point of view of the practical importance of these stations for the safety of life at sea.

The interference due to oscillating aerials caused by neighbouring receiving stations is still very troublesome. In comparison with the short-wave and low-power transatlantic trials should be mentioned the America-England trials carried out by the American Telegraph and Telephone Company in conjunction with the Radio Corporation of America and the Western Electric Company. These trials were instituted to ascertain what power would be necessary to give a satisfactory or even a restricted commercial telephone service across the Atlantic. A very successful demonstration was given during the early hours of the morning at a favourable time of the year, but the trials have been continued throughout the year and observations taken on the varying atmospheric conditions from season to season. A reliable transatlantic telephone service, even if restricted to a few hours a day, would have a wide field of application for speeding up intercommunication between the two countries.

TENDENCY TOWARDS SELECTION.

In connection with the development of reception on commercial telegraph services, the general tendencies have been towards greater selection on account of the increasing number of high power stations. By the use of the latest form of the Beverage type of antenna simultaneous reception of several stations is carried out on a single aerial, while the uni-directional properties of aerial systems, which are now being utilised have greatly reduced the interference from atmospheric. These improvements in aerial systems, together with high frequency and low frequency filter systems in the receivers, have added to the reliability of long distance communication even to the extent of permitting high-speed automatic working. By relaying the received signals from the respective receiving stations to a central station, the wireless services are being controlled and worked in a similar way to ordinary land-line telegraph circuits.

The development in transmitting valves has been concentrated on increasing the output and dissipation in the valve itself. The introduction of water-cooled valves, in which the anode is cooled by water circulation, has allowed greater power dissipation and consequent outputs. These improvements are confined to constructional details and methods for obtaining the neces-



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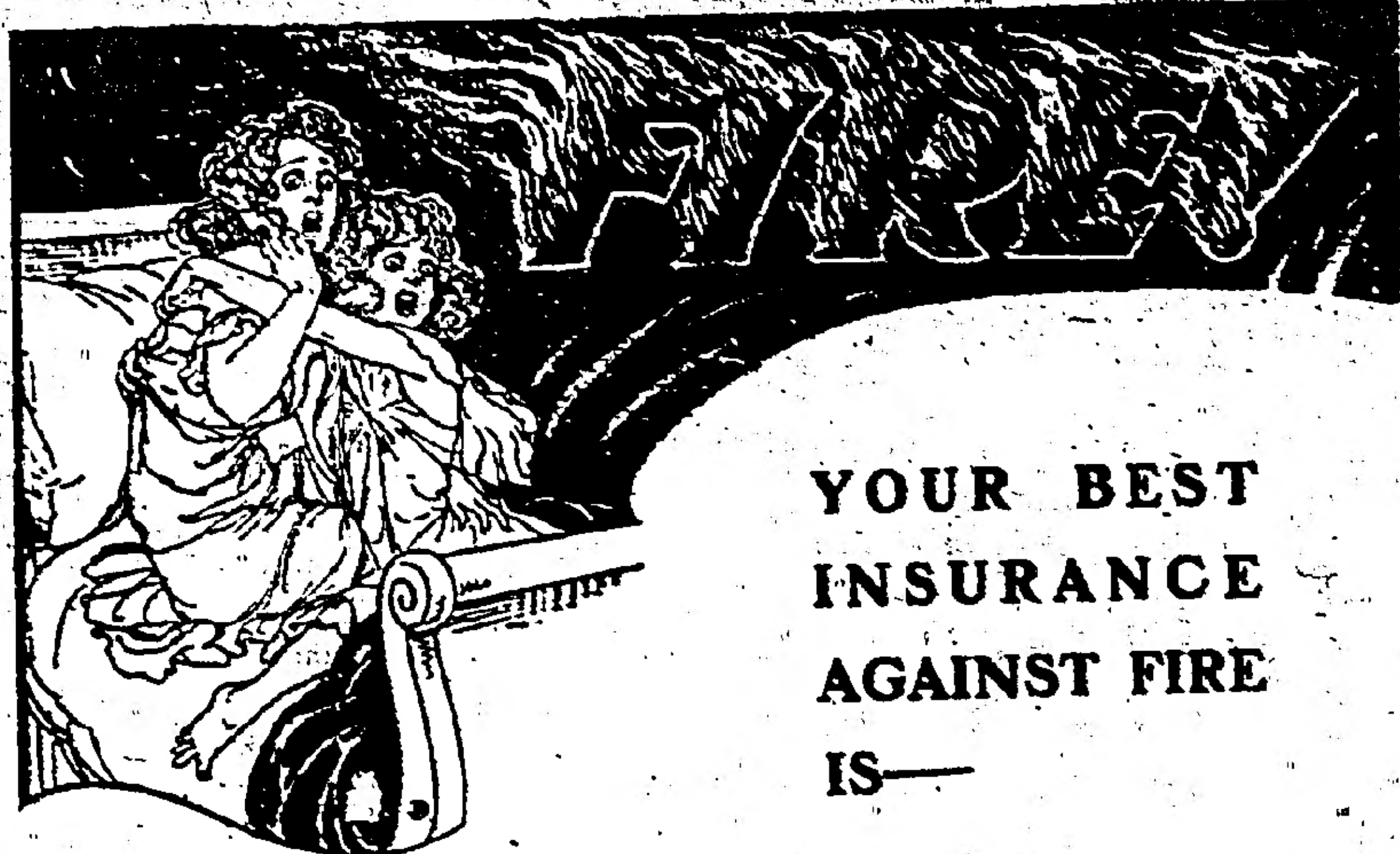
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any seal between the copper anode and the glass container. A new departure in high-power transmitting valves is the Holweck valve, the anode of which is water cooled. This valve is capable of being assembled and disassembled at will, so that a new filament may be inserted after the valve has been in use for some time. The various components are joined together and a special pump is used while the valve is in operation to retain the necessary vacuum. NEW YOKOHAMA STATION. Yokohama harbour officials have begun the installation of a wireless station for the convenience of those wishing to communicate with incoming and outgoing ships within a radius of from 150 to 300 miles of Yokohama. Such a service will be welcomed by shipping companies and by those who wish to meet friends arriving at Yokohama. Hitherto all wireless messages for Yokohama have been received at Choshi wireless station and forwarded to Yokohama which frequently caused delays. Before the earthquake, the harbour office used the signal tower which stood in front of the Oriental Palace Hotel. The new radio station will communicate 150 miles by day and 300 miles at night.

WOMEN'S INTERESTS

PERFECT HARMONY IN DRESS.

The dressmakers bring refinement after refinement to the composition of their formal clothes, and the ideas of the ensemble is being constantly developed. These "ensembles" were invented to accomplish in the field of feminine dressing that principle which is called "unity" in the field of the fine arts.

Let the line, the colour and the decoration of garments worn together all co-operate to give a unified and perfected impression. The three-piece suit, with its sober skirt and jacket, and its matching bodice and lining, was one of the first steps toward this expensive mode. They have now enlarged the scope of this idea, and are applying it to gowns and their accompanying coats for evening and for afternoon.

The most pronounced unity is to be found in evening toilettes which have recently seen the light. Both gown and coat are made of the same material, often one of those gorgeous lame brocades which can be found in silver or in gold. The line of gown and coat, without reproducing each other, have still the same general trend—the long "princess" sweep which runs unbroken from shoulder to hem, and fastens on the left side in some interesting and simple manner.

Both gown and coat have the peculiarity of having a hem line which is longer in the back than in the front, and while the gown is simply fastened with a clasp or a flower at the left hip and its lines are straight and clinging, the coat will be simply held closed on the hip and will have a circular bounce and wide, enveloping sleeves. To carry the unity still further the lining of the coat will be of cloth of gold or cloth of silver, to match the tone of the metallic threads in the lame, so that a woman taking off her coat seems framed in fluid metal which reflects on to her gown.

The trimming of these coats and gowns is as carefully harmonised as are their lines. If it be embroidery it is of the same tone as the gown. If it be fur or feathers the tone is just as exactly matched, and infinite pains are taken to dye swansdown apple green or astarte red to exactly match the colour of the gown they adorn.

DETAILS MUST MATCH.
Accessories which accompany the dresses must be carefully

chosen. If, with the sleeveless frock, one is wearing one of the new bracelets which clasp about the upper arm, that bracelet must in every way contribute to the effect. The tone of its gold must match the gold of the lame. Unless the ground of the gown is black, it is not good form to choose a black enamelled bracelet set with diamonds, which would be the last word in elegance with a black and silver gown; while, on the other hand, one can wear with the chestnut and gold gown one of the bracelets made of cameos cut on shells of the familiar pinkish beige colour.

Rings, shoe buckles, and the necklace are chosen just as carefully, and it is really better to wear one of these elegant gowns without any ornament than to spoil its unified effect by introducing a jewel which would not be in perfect harmony with the "ensemble."

THE VOGUE FOR OLD LACE.



Laces are used on afternoon dresses, evening dresses and blouses. They are heavy and gorgeous or fragile and delicate. The sketches will show how they are used on a smart afternoon dress and on the costume blouse of a fashionable suit.



Here are a choice few of the women stars behind the films. Centre: (left) Frances Marion, director; (right) June Mathis, editorial director. Left: (above) Katherine Hilliker, sub-title writer; (below) Ethel Clayton, fashion designer. Right: (above) Anita Loos, scenarist; (below) Ouida Bergere, continuity editor.

ROUND THE SHOPS.

Quaint "Jumperwumps" to put on the ends of knitting needles, thus obviating dropped stitches. They are hand-painted in several attractive designs, and they are also made to fit crochet hooks.

A floral bracelet in the form of a close-packed Victorian posy. Behind the blossoms is concealed a purse for a "handkerchief" or puff at the dance.

A pretty coloured boot polisher, made like the polishing pad in a manicure set.

A flexible leather-back clothes brush with bristles that graduate in depth, so that they are half as deep at one end as at the other.

A fireside stool of cream woven cane.

A hand-painted crumbe for removing crumbe from the top of a polished table. The facing is of art silk.

A pair of silver and enamel lingerie clips in a velvet case.

Little leather-bound books, about the size of a pocket diary, in which to enter the telephone numbers you most wish to use. The book has an inscription on the cover. "What's the Number?"

Imitation "ancient pewter" candlesticks, in various shapes and sizes, very effective, are only a few shillings each.

Porcelain bags filled with gold tissue and a cluster of tiny pink silk roses. Lavender bags are tied with mauve ribbons and silver tissue.

BLACK GLASS.

Up-to-date toilet sets for the smart woman's washstand are in black cut-glass, and very handsome they are. The glass, which is practically translucent, shines like a mirror. Glass pitchers and bowls, soap dishes, etc., especially of crystal, are growing in favour, and some beautiful pieces of cut-glass, decorated with designs in gold, are to be seen.

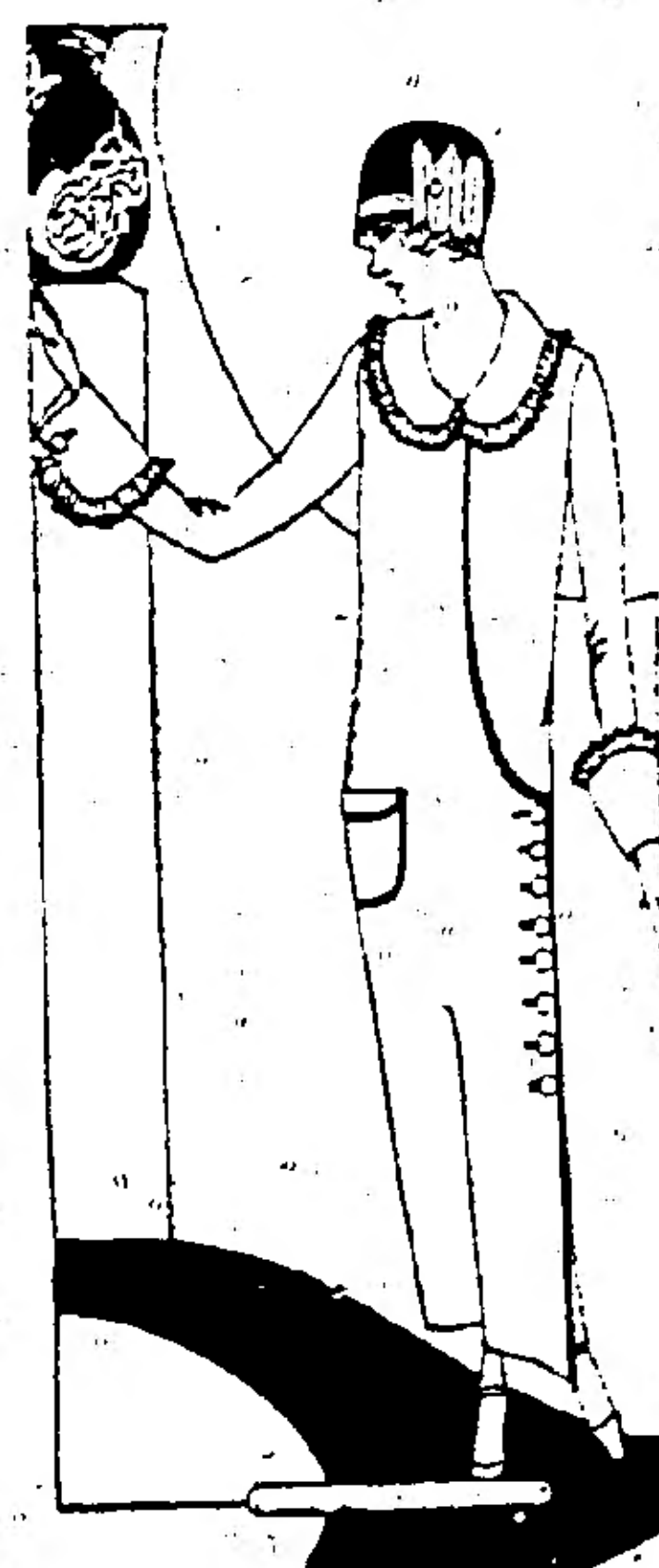
THIS WEEK'S RECIPE.

Orange Jelly.

This is easily made, and looks well set in the shells of the oranges, especially for children's parties.

Required: 1/2 pint of orange juice, 1 teaspoonful of lemon juice, 1/2 pint of water, 3/4 oz. of

BUTTONS & FRILLS.



Here is a new spring frock which has a single row of large buttons with bound buttonholes for its skirt closing. The graceful line of the front opening from neck to waist recommends this model, too. Narrow frills at the neck and wrists add a dainty feminine touch to its tailored correctness.

THE NEWEST WALKING SUITS.

Little-tweed walking suits are of the soft, fleecy wool, which mingles a number of soft bright tones. These suits have straight skirts, large enough to allow for a comfortable step, and jackets which are rather long and roll back from the throat in revers, not too sharp and masculine in form.

Sometimes the jacket will be shaped a very little to the figure, or it may be perfectly straight and belted about the hips with a narrow suede belt, which is in close harmony with the colour of the suit itself, be it brown, gray green, dull blue plaid or white, for the "natural wool" white is as smart as anything which exists for those women whose complexions permit it, and whose pocket-book allows them to keep it brilliantly clean.

THE TOUCH OF COLOUR.

With these rather neutral-toned suits the touch of colour is supplied by the blouse or the scarf. Flannel blouses, which finish around the hips outside the skirt, are excellent for wear with the suits, and whether the blouse be white with a brilliant polychrome embroidery on its collar and bandings, or whether it be entirely made of a bright-coloured kasha or flannel, it is sure to lend a vivid touch. The gaiety of red is inexhaustible, and as it is a becoming colour for blondes as well as for brunettes, we see many scarlet and orange-red blouses. The knitted blouse is also good, whether the suit be made of tweed, or knitted to measure in some soft wool, which is also very smart. But the woman who clings to the caress of silk will wear a white crape de Chine blouse, and will finish her suit with one of the brilliant scarves which are so smart.

FASHION NOTES.

Materials for spring show a preference in wash goods for linens and ginghams, and these are made to follow tailored and semi-tailored modes.

Coats for spring show interesting colour effects. Green and rust are two particularly popular tones.

For both day and evening dress, skirts are considerably shorter and there is a tendency

ALL ABOUT GLOVES.

Gloves are among the most charming feminine accessories to be found in Paris at the present. Not only do their colours vary, but their forms do, as well, and they often show decorative motifs other than the conventional three lines of stitching down the back of the hand.

Gauntlets are very popular, and often very flaring, while some have "pinked" edges, and are lined with red or one of the other brilliant and fashionable colours. The stitching, of course, matches the chosen colour.

Other gloves have gauntlets which are not separately cut and set on, but are simply a prolongation of the glove itself, which fastens about the wrist with a strap or "bride," as the French call it. These "long-handled" gloves are often lined with coloured silk, and the very newest thing is to set a pocket into the lining of the left gauntlet, which is turned down over the hand to allow a tiny coloured silk handkerchief to be tucked into the pocket.

One of the smartest gloves embroiders his gauntlet linings, and the crape de Chine glove handkerchiefs, which he creates, are similarly embroidered in one corner.

Other long gauntlet gloves are adorned with a brilliantly coloured edge of narrow tape, to which is sewn a succession of tiny steel buttons, closely set.

A number of women still cling to plain, white washing suède for wear with tailored suits and for workaday occasions, chambré leather gauntlet gloves that are everlasting wear, and wash so well.

OUR NEW POCKETS.

The vogue for the "princess" gown has led to different devices to break the monotony of the long-straight front. A pretty and useful one has been advanced. It is a square pocket, set on the left hip, where it is fastened only across its uppermost edge, and suspends a series of tassels from its lower edge, while the front of the pocket is embroidered with a monogram.

TUNIC FROCKS FOR SPRING.



Tunic frocks are one of the most popular predictions for spring styles. Three models are sketched here. Only one is a genuine tunic, the others are overblouses with apron fronts. Two show the fashionable side fullness and have a pointed neckline, the other has little sleeves to match the round tunic.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)

to
Australia, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including, New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL PORTFOLIO DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KIDDERPORE	5,334	14th Mar.	S'pore, Pang, C'bo & B'bay
PERIM	7,848	30th Mar.	S'pore, Penang & Bombay
MALDERA	15,993	30th Mar.	B'bay, M'les, L'don, A'werp
SICILIA	6,813	23rd Mar.	S'pore, Pang, C'bo & B'bay
JEYPORE	5,318	3rd Apr.	S'pore, Pang, C'bo & B'bay
KHYBER	9,014	3rd Apr.	M'les, London & Antwerp
NELLORE	6,853	9th Apr.	M'les, London & Antwerp
PADUA	5,907	12th Apr.	S'pore, Penang & Bombay
CHINA	7,952	19th Apr.	M'les, London & Antwerp
SOUDAN	6,696	26th Apr.	S'pore, Pang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	17th Mar.	S'pore, Penang & Calcutta
TORILLA	5,205	4th Apr.	S'pore, Penang & Calcutta
TALWA	10,000	10th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	2nd Apr.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	30th Apr.	Townsville, B'bane, Sydney & Melbourne.
EASTERN	4,000	28th May	

For further particulars apply to the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, & the Pacific Coast.
The P. & O. Royal Mail steamers to London via Cape Town, Suez, & the Red Sea.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

ARAFURA	6,000	10 Mar. 5 p.m.	Moji & Kobe
SICILIA	6,813	11 Mar. d'light	Shanghai
NELLORE	6,853	11 Mar. noon	Shanghai & Kobe
TORILLA	5,205	12th Mar.	Amoy, Moji & Kobe
KALYAN	9,118	22nd Mar.	Shanghai, Moji & Kobe
TALWA	10,000	23rd Mar.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
12, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENHOLE	10th Mar.	PEMBROKESHIRE	30th Mar.
GLENHANE	25th Mar.	London, Rotterdam & Hamburg	
GLENHARRY	6th Apr.	GLENHOLE	22nd Apr.
GLENAMOY	24th Apr.	Genoa, L'don, R'dam & H'burg	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3695.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'g, and Sailing for, S'hai & Japan	Pro. Sailing from H'g for M'les
CHILI	—	—	16th Mar.
PORTHOS	—	—	30th Mar.
AMAZONE	7th Feb.	10th Mar.	13th Apr.
ANGKOR	21st Feb.	24th Mar.	27th Apr.
CHAMBORD	6th Mar.	7th Apr.	11th May.
PAUL LEGAT	20th Mar.	21st Apr.	18th May.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 B. Class 1st Class £83.00
Steamers 2nd Class £68.00 Steamers 2nd Class £60.00
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)
S.S. "YALOU" loading for Marseilles, Havre, Antwerp and Dunkirk about 28th Mar.
S.S. "CAPITAINE FAURE" from Dunkirk, London, Havre, is due to arrive about the End March.

For full particulars apply to:
Messageries Maritimes Co.
3 Queen's Building.
CONSIGNATION. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
Through passage rates to Europe via America G. \$405. G. \$420. G. \$440.
YOKOHAMA M. ... Sunday, 9th Mar. at 11 a.m.
KAGA MARU ... Thursday, 3rd Apr.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKUSAN MARU ... Wednesday, 19th Mar. at 11 a.m.
KITANO MARU ... Wednesday, 26th Mar.
HAMBURG via LONDON & ROTTERDAM.
MATSUYE MARU ... Second half of March.
LIVERPOOL via MARSEILLES & VALENCIA.
DELAGOA MARU ... Tuesday, 11th March.
SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU ... Wednesday, 19th Mar. at 11 a.m.
YOSHINO MARU ... Wednesday, 16th Apr.
NEW YORK and/or BOSTON via PANAMA.
LISBON MARU ... Saturday, 22nd Mar.
BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... Second half of April.
BOMBAY via Singapore & Colombo.
LIMA MARU ... Monday, 10th Mar.
PENANG MARU ... Saturday, 15th Mar.
CALCUTTA via Singapore, Penang & Rangoon.
WAKASA MARU ... Tuesday, 11th Mar.
TOKUSHIMA MARU ... Sunday, 23rd Mar.
NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... Thursday, 13th Mar.
SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU ... Wednesday, 12th Mar.
TAMURA MARU ... Thursday, 13th Mar.
KATORI MARU ... Sunday, 23rd Mar.
For further information apply to—
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" Sailing on or about 22nd Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).
TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK-SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.
£66.
NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "GERTY" ... Sails about 12th March.
S.S. "NUMIDA" ... Sails about 1st April.
S.S. "FIUME-L" ... Sails about 3rd April.
S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May.
S.S. "NIPPON" ... Sails about 3rd June.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" ... Sails about 19th March.
S.S. "VENEZIA" ... Sails about 7th April.
S.S. "NUMIDA" ... Sails about 3rd May.
S.S. "FIUME-L" ... Sails about 8th May.
S.S. "DUCHESSA D'AOSTA" ... Sails about 7th June.
S.S. "NIPPON" ... Sails about 8th July.
* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMONA" ... Sailing from Calcutta on or about 12th Mar.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
MANILA	Yusenang	Sat. 8th Mar. at 11 a.m.
SHANGHAI via Swatow Fookshing	Sun. 9th Mar. at 8 a.m.	
KOBE & Moji	Fookshing	Mon. 10th Mar. at 4 p.m.
BANGKOK via Swatow Hongkong	Tues. 11th Mar. at 1 p.m.	
SHANGHAI via Swatow Kiangsing	Tues. 11th Mar. at 7 a.m.	
TTAO via S'ow & S'hai Fausang	Wed. 12th Mar. at 7 a.m.	
STRAITS & Calcutta	Lalising	Wed. 12th Mar. at 3 p.m.
SANDAKAN	Chunshing	Wed. 12th Mar. at 1 p.m.
SHANGHAI via Swatow Esang	Fri. 14th Mar. at 7 a.m.	
SHANGHAI via Swatow Kwongkong	Sun. 16th Mar. at 10 a.m.	
HAIPHONG via Haibow Leesang	Sun. 16th Mar. at noon	
TIENSIN	Chongshing	Sun. 16th Mar. at 1 p.m.
SANDAKAN	Mausang	Sat. 23rd Mar. at 1 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified surgeon.
Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.
Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Saturday at 11 a.m.
Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Haibow both ways.
Bernee Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, S.S. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.
Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.
Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Wednesday, 12th Mar. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.
Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.
For Freight or Passage apply to—
JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haitong...	Ellis Walker	TUES. 11th Mar. at 1 p.m.
Haitong...	A. H. Stewart	FRI. 14th Mar. at 1 p.m.
Haitong...	W. C. Passmore	TUES. 18th Mar. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier)
For Freight and Passage, apply to
Douglas Lapraik & Co., General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 13th Mar.

Sailing to Bangkok: S.S. SIGLI, due to sail about 7th March.
SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation, all lower berths.
English Cuisine, doctor carried, wireless telegraphy.
1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.
Agents—JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on/about	Will leave on/about	For
Tikini	Java	10th Mar.	12th Mar.	Japan
Tikini	Japan	13th Mar.	14th Mar.	Batavia
Tikini	J. & Banks	17th Mar.	—	—
Sawah	Loanto Bangkok	17th Mar.	23rd Mar.	Honkay
Tikini	Batavia	19th Mar.	23rd Mar.	S'hai & Delny
Tikini	Shanghai	20th Mar.	22nd Mar.	Batavia
Tikini	J. & Banks	20th Mar.	24th Mar.	Saigon
Tikini	M. B'Papan	27th Mar.	29th Mar.	Japan
Tikini	M. B'Papan	30th Mar.	2nd Apr.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Lijn.

CONSIGNEES.



The Steamship "PRES. GRANT"

having arrived from Manila P.I. on 3rd. March 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 8th. March by the Company's Surveyors, Messrs. Anderson and Asha.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 10th. March will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

ADMIRAL ORIENTAL LINE,
4, Des Voeux Road,
Hongkong, 3rd. March 1924.

The Steamship

COLIN H. LIVINGSTONE

having arrived from New York via ports, on March, 4th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on March, 10th. 1924 by the Company's Surveyors, Messrs. Anderson and Asha.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after March, 11th. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

BARBER STEAMSHIP LINES.

Agents,
ADMIRAL ORIENTAL LINE,
4, Des Voeux Road,
Hongkong, March, 5th. 1924.

NOTICE TO CONSIGNEES.

The Steamship

"PRES. HAYES"

having arrived from San Francisco via ports, on March, 3rd. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on March 8th by the Company's Surveyors, Messrs. CA-MICHEL and CLARKE.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the godowns, and cargo undelivered on the after-March 10th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE,
4, Des Voeux Road,
Hongkong, 3rd. March 1924.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

Sailing from Hongkong.

FOR CANTON

S.S. "NANYO MARU No. 1" ... on or about Feb.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "NANYO MARU No. 1" ... on or about Feb.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about Feb.

For further particulars, please apply to—

Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West. Top Floor, King's Building,
Tel. Central No. 155. Tel. Central No. 140.**ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.**

Projected Sailings from Hongkong

Subject to alteration.

City of Durban 11th Mar. Havre, London, R'dam & Hamburg.
City of York 30th Mar. M'les, London, R'dam & Hamburg.

PASSENGER SERVICE.

City of York 30th Mar. Marseilles, London, etc.
City of Cairo 18th Apr. do.

FARES TO LONDON.

Single 1st Class A 292. B 284. 2nd Class A 262. B 256.
Return 1st Class A 216L. B 2147. 2nd Class A 2108. B 208.

Cargo Steamers Saloon Passage £56
For further particulars apply to
HOLYOAK MASSEY & CO., LTD. THE BANK LINE, LTD.
CANTON. Tel. Central 780

HOTELS.

LEADING FAR EASTERN HOTELS.
HONGKONG.

Telegraphic Address—KREMLIN, HONGKONG.
HONGKONG HOTEL. Peak Hotel.

Repulse Bay Hotel.

SHANGHAI.
Telegraphic Address—CENTRAL, SHANGHAI.
Astor House Hotel. Palace Hotel.
Grand Hotel Kailce.

PEKING.

Telegraphic Address—WAGONLITS, PEKING.
Grand Hotel des Wagons Lits.

THE HONGKONG & SHANGHAI HOTELS, LTD.
in conjunction with
The Grand Hotel des Wagons Lits, Ltd.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each floor.
Tels. 1,608 and 1,609. Cable address—KOWLOON, HONGKONG.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

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DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address—"EUROPE, SINGAPORE."
Telephone No. 3740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

SEASONABLE REMEDIES.

which are both reliable and effective
SPECIAL COUGH LINCTUS

75 cents and \$1.25 per bottle

COLD & INFLUENZA MIXTURE

\$1.00 per bottle

IODISED THROAT TABLETS

50 cents per bottle

TO BE OBTAINED ONLY AT

THE COLONIAL DISPENSARY.

14, Queen's Road. Telephone 1877.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP
COMPANY, LTD.
and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer "TROIUS"

are hereby notified that the Cargo
will be discharged into Holt's
Wharf Kowloon, where it will lie
at Consignee's risk and subject to
terms and conditions of storage
at Holt's wharf. The Cargo will
be ready for delivery from
Godown on and after 6th
March.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and
damaged goods are to be left in
the Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
12th March, will be subject
to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 26th
March, or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE.
Agents.
6th March 1924.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS.
LIMITED.

From MIDDLESBRO.
ANTWERP LONDON AND
STRAITS.

The Steamship
"BENGLAWERS"

CONSIGNEES of Cargo are
hereby informed that all goods
are being landed at their risk
into the hazardous and/or extra
hazardous godowns of the Hong
kong and Kowloon Wharf and
Godown Co., Ltd., whence and
or from the wharves, delivery
may be obtained.

No claims will be admitted
after the goods have left the go-
downs, and all goods remaining
undelivered after the 12th inst.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 26th
inst. or they will not be re-
cognised.

All broken, chafed and dam-
aged goods are to be left in the go-
downs where they will be exam-
ined on the 12th inst. at 10 a.m.
No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON AND
CO., LTD.,
Agents.

Hongkong, 7th March, 1924.

OSAKA SHOSEN KAISHA.

From BREMEN & HAMBURG
via SINGAPORE.

The Company's Steamship
"LATVIA"

having arrived from the above
ports, Consignees of Cargo are
hereby notified that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kow-
loon, where delivery can be
obtained as soon as the goods
are landed.

Goods not cleared by the 14th
March, 1924 will be subject to
rent.

Damaged packages must be
left in the Godowns for examina-
tion by the Consignees' repre-
sentative and the Company's Survey-
ors, Messrs. GODDARD and
DOUGLAS, at 10 a.m. on Wed-
nesday and Saturday. All claims must
be presented within Ten days
of the steamer's arrival here,
after which date they cannot be
recognised. No claim will be
admitted after the goods have
left the Godowns.

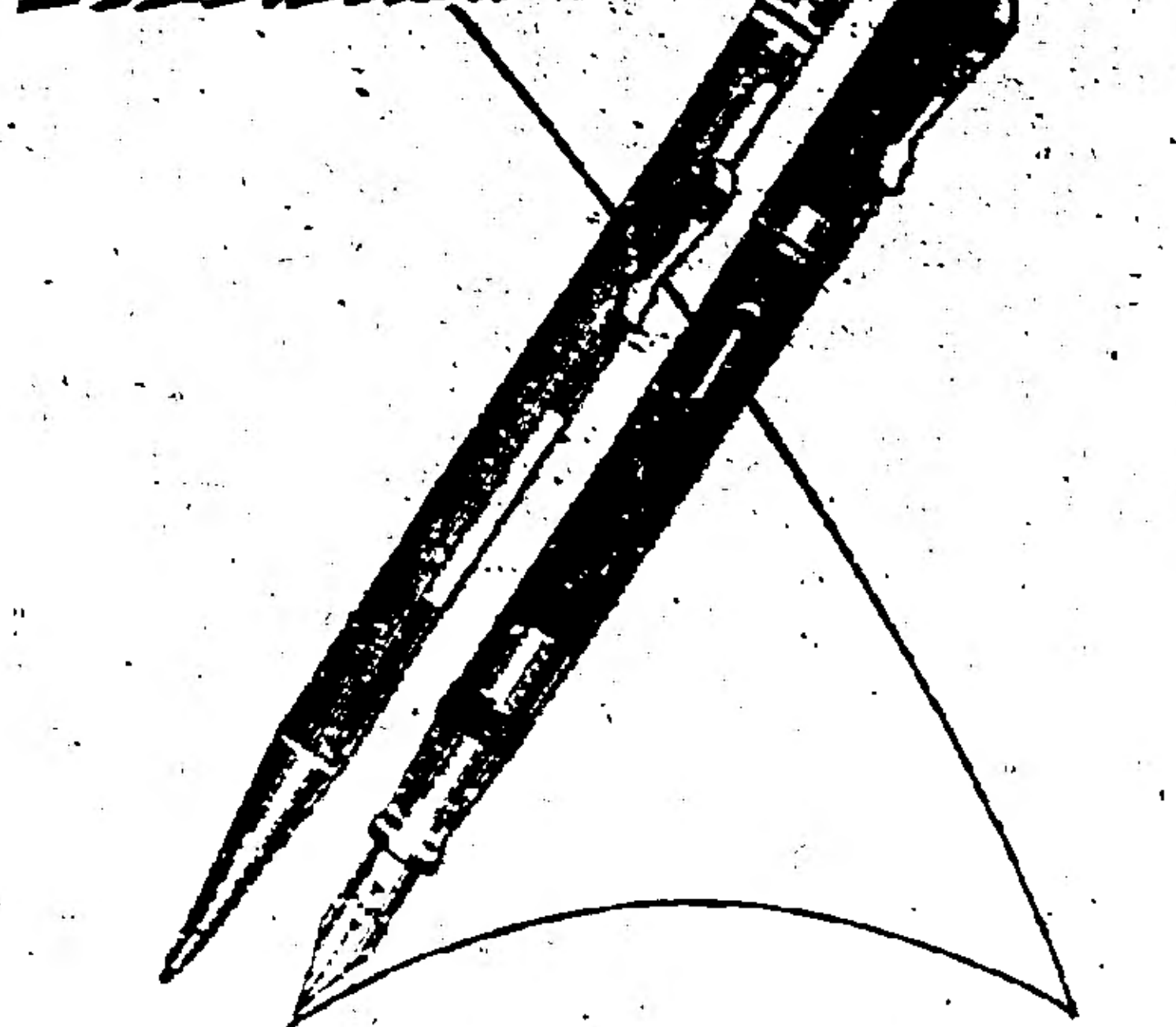
No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.
OSAKA SHOSEN KAISHA,
K. SEIMA,
Manager.

Hongkong, March 8th, 1924.

NOTICE.

We are requested by our Head
Office to state that Mr.
RENE M. ULLMANN having
left Hongkong, has ceased to sign
our firm, per procuration since
15th November 1923.
J. ULLMANN & CO.
Hongkong, 8th March, 1924

The Perfect Companion
WAHL PEN
EVERSHARP

EVERSHARP and Wahl Pen make a complete writing
set. Perfect in mechanism—beautiful in design—un-
equalled in usefulness and dependability. Each has an
exclusive feature to be found in no similar product—the
rifled tip of Eversharp keeps the leads firm and sharp and
the all-metal barrel of Wahl Pen gives greater ink capacity.
For Sale at Leading Shops Everywhere

Wholesale Distributors: Standard Products Co.,
14, Canton Road, Shanghai, China.

NOTICE.

BILLIARD CHAMPIONSHIP OF
THE COLONY.

ENTRIES for the above com-
petition close to the Hon.
Secretary on Monday, March 10th
at 6 p.m.
Entrance fee \$2.00.

R. C. WITCHELL,
Hon. Secretary.
Victoria Recreation Club.

NOTICE.

NOTICE is hereby given that
Mr. LAI HIN MAN, the
Owner of THE KOWLOON
HOTEL, Kowloon has as from
the First day of March, 1924,
leased THE KOWLOON HOTEL
with all the Furnitures and etc.
therein to Mr. FRANK LEWIS
COOKE upon Terms mutually
agreed.

NOTICE.

THE interest and responsibility
of Mr. John Scott Harston
in our firm ceased on the 6th
March 1924.
DEACON HARSTON &
SHENTON.

Hongkong, 7th March, 1924.

NOTICE.

WE have admitted Mr.
Reginald Frederick Mat-
tingly a partner in our firm as
from the 6th March 1924.
DEACON HARSTON &
SHENTON.

Hongkong, 7th March, 1924.

NOTICE.

THE business of Solicitors and
Notaries Public heretofore
carried on by us under the style
of Deacon, Harston & Shenton
will, as from to-day's date, be
carried on under the style of
"DEACONS."

DEACON HARSTON &
SHENTON.

Hongkong, 7th March, 1924.

MARINE ENGINEERS' GUILD
OF CHINA.

Hongkong Branch.

DURING my absence in
Shanghai the business of
the Hongkong Branch will be
conducted by T. T. Laurensen
Esq., Assistant Secretary, China
Coast Officers' Guild.

W. J. STOKES,
Branch Secretary.

HONGKONG FOOTBALL CLUB

THE ANNUAL DINNER will
be held in the Hongkong
Hotel, on MONDAY, 17th March
at 7.30 p.m.

Price per person: \$4.50 exclusive
of Wines.
All those wishing to attend
please send their name to the
undersigned before 14th March.

H. M. McTAVISS,
Hon. Secretary,
c/o China Sugar Refinery.

AMUSEMENTS

TODAY

at 12.15, 2.30, 5.15, 7.15 & 9.15 p.m.

RALPH LEWIS & JOHNNY WALKER

in

THE THIRD ALARM.

FELIX MINDS THE KIDS.

INTERNATIONAL NEWS 99.

THE CORONET

THE STAR

TODAY

2.30

CHILDREN'S MATINEE

THE EAGLE'S TALONS

—TONIGHT—

5.30 & 9.15

FAREWELL PERFORMANCE
OF

IRENE WEST and her ROYAL HAWAIIANS

"A NIGHT IN OLD HAWAII"

Instrumentalists, Vocalists and Dancers,
Including the world famous

PRINCESS HELEN

THE HULA HULA WONDER

In conjunction with an exceptionally good picture
programme.

CLAIR WINDSOR FELIX THE CAT

WHAT'S WORTH WHILE A PAT SULLIVAN SCREAM

—SUNDAY—

ZENA KEEFE & JACK CROSBY

"LET'S BE FASHIONABLE"

WORLD
THEATRE

Des Vaux Road Central

5 p.m. Sharp & 9.15 p.m.

5th, 6th, 7th & 8th.
MARCH.

Wednesday, Thursday,
Friday & Saturday.

"THOUSAND &
ONE NIGHTS"
(11 REELS)

From the Famous

"Arabian Nights' Entertainment"

featuring

NATHALIE KOVENKO

and An Extra Selected Cast

Admission:

9.15 p.m. — \$1.50 & \$1.00 — 5 p.m. \$1.00 & 70 cts

Booking at the Theatre.

ment." Wednesday, at 8.30 p.m.

Wesley Guild, Devotional Meet-
ing with address.

St. John's Cathedral, Hongkong,

Sunday, March 9th, 1924. 8

a.m. Choral Communion. 11

a.m. Matins. Preacher, the Rt.

Rev. Bishop Graves. 6 p.m.

Evansong. Preacher, the Rt.

Rev. Bishop Norris. The band

of the 1st Batta. East Surrey

Bert., by kind permission of the

Commanding Officer, will play

the music at Evansong.

St. Andrew's Church Kowloon

8.15 a.m. Holy Communion

11 a.m. Morning Prayer.

Preacher: The Rev. B. B.

Molony D. D. Sunday 8

2.45 p.m. Bible Classes.

6 p.m. Evening Prayer.

Preacher: The Rt. Rev. B.

Graves D. D.

First Church of Christ, 30

McDonnell Road, below

Road, Tram Station. 11.15 a.m. Wednesday 8

Printed and Published for the Proprietor, by Frederick
Franklin, at 11, The House Street, in the City of Victoria, Hongkong.